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The Farragut Bounty Money.

WASHINGTON, March 29. The Secretary of the Navy on Saturday sent an order to the Fourth Auditor of the Treasury requiring that officer to pay the amounts of prize bounty, money due for the capture of New Orleans and the destruction of the enemy's ships. The total amount of prize money proper is $530,000, and $200,000 additional bounty for the destruction of rebel vessels. The number of United States ships of war that took part in these engagements is 44, and the number of officers and men who will share in the prize awards is between 2500 and 3000. Of the amount of the award the Farragut estate will receive one-twentieth, or about $35,000. One of the causes of delay of this distribution was the consideration of the question as to what share the division commanders should have.

There were three divisions in the fleet, commanded respectively by Admirals Bailey and Porter and Fleet-Captain Bell, each of whom will be entitled to one-ninth of the award as division commanders. All other officers of the fleet will receive their shares in proportion to their respective rates of pay. The Secretary of the Navy has endeavored to include the names of all persons in his lists who were borne on the ships' books or who were actually aboard the ships, doing duty under competent orders, during the engagements preceding and at the time of the occupation of New Orleans by the United States forces. The lists include wounded sailors and detachments from other ships, and are thought to be absolutely correct. It will require from six weeks to two months for the Fourth Auditor to get up clerical lists for this distribution.

The Farragut Prize Cases,

As they are called, which interest those who were on the Admiral's fleet when it ascended the Mississippi, are of two kinds. First, head money under the law which allows $200 a head for each captured opponent where the force of the enemy is superior in numbers, amounting to over $100,000, which is to be distributed as prize money. Second, the value of the vessels and property captured by the Navy, which is a larger sum, and which is also to be distributed as prize money is. The jurisdiction of the courts of this District having been affirmed, the cases will soon be heard by the full bench on their merits. The counsel for the claimants are Nathaniel Wilson, General Butler and J. Hubley Ashton while R. M. Corwine appears in opposition on behalf of the Government.

New Orleans Prize Money.

The Secretary of the Navy has sent an order to the Fourth Auditor of the Treasury, requiring him to pay the prize and bounty money due for the capture of vessels and the destruction of armed vessels at the capture of New Orleans. The total amount of prize money is $530,000,, and of bounty about $200,000. The number of vessels whose crews will share is forty-four, which includes Porter's mortar fleet. This money will be ready in June. Thus, after the lapse of twelve years since this memorable naval battle, the brave men who participated in it are to reap some pecuniary reward for their toils and dangers. As the majority of the crews came from New England, this intelligence will be gratifying. It is believed that the amount coming to each will be about a year's pay.

Navy Department,

Washington, April 4, 1874.

Sir:

Your letter in relation to the New Orleans prize and bounty money was duly received, and in reply you are informed that directions have been given to distribute the fund. Applications must be filed with the Hon. S. J. W. Tabor, Fourth Auditor of the Treasury, Washington, D. C. - who will furnish required information.

GEO. M. ROBESON,
Secretary of the Navy.

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THE NAUTICAL GAZETTE.

PUBLISHED

Devoted to the Interests of Commerce, Navigation, Ship-Building, Marine Engineering, the Navy, Revenue and Mercantile Marine, Yachting, &c., &c.

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The New Orleans PRIZE LISTS.

LIST OF NAMES OF ALL ENTITLED TO PRIZE MONEY.

PUBLISHED BY PERMISSION OF THE NAVY DEPARTMENT.

LIST OF OFFICERS, CREW AND MARINES ON BOARD U. S. S. "HARTFORD," APRIL 24 AND 25, 1862.

David G Farragut, Flag Officer
Henry H Bell, (Fleet Capt.) Commander
Rich'd Wainwright, Commander.
Jas. S Thornton, Lieut.
Albert Kautz, Lieut.
Jas. Hugg, Asst. Surgeon
Geo Plunkett, Paymaster
Jno C Watson, Master
Bradley S. Osbon, F O. Clerk
A D Bache, Capt Clerk
F C Plunkett, Paymasters Clerk
Jas B Kimball, Chief Engineer
Jno Purdy, Second Asst Engineer.
Ed B Latch, Second Asst Engineer
F A Wilson, Second Asst
C J Cooper, Third Asst Engineer
Chas L Burchard, Third Asst Engineer
I De Graff, Third Asst Engineer
A H Fulton, Third Asst Engineer
Dan'l S Murphy, Acting Master
Tbos B Waddell, F C Clerk
H B Tyson, Act Mid
Ed C Haseltine, Act Mid
Jno Henry Reed, Acting Midshipman
H J Blake, Act Mid
E J Allen A M M
Thos Mason, A M M
Lewis S Locke, A M M
Jas Walker, Boatswain
Jno Duncan, Act Gunner
Jas H Conley, Act Capt
Jno A Holbrook, Acting Sailmaker.
Geo H. Loundsberry, Act M M
Ezra S Goodwin, A M
J M Foltz, Fleet Surgeon
A V Heurel, Flag Officer's Secretary
H J Draper, A M
Stewart Kennedy, Surg
Albert Cook, A M

CREW.

Thomas Hoffman
Geo R Jones
Chas Bragg
George Young
Dan'l Wheeler
Wm H Morse
Geo H Jenness
Jas B Osgood
J T Lapham
John Peterson
Jas M Farmer
Michael O'Mallrey
Jno H Carr
[illegible] Knowles
Mc H[illegible]kman
[illegible]ndrick
O Donne[illegible]
H Thoma[illegible]
y Manni[illegible]
Holman[illegible]g
Tobi[illegible]
[illegible] Wright
[illegible]alsh
[illegible] Nostrand
[illegible]arper
[illegible] Wood
[illegible] McDonald
[illegible] Layman
Jos A Williams
Thos Roscommon
Nath'l I Salter
William Jones
John W Garduer
Wm M Morse
Samuel Myers
Wm Brown
Thomas Brady
Wm Fortune
Chas H Jackson
M De la Cruz
Geo W Robinson
James Rollins
Jer P Westcote
Thos Ormond
Jas H Challice
Michael Martin
Jno R Harris
Thos Fitzpatrick
David Hennessey
Albert Stone
Thomas Connor
Chas Sweency
Jas Johnson
Elijah B Emmons
John Swayne
William Chase
Geo Callaghan
Robert Claxton
Chas Hanson
John Marshall
Thomas O'Connor
M M Hale
Jos Tessler
James Black
Jas B Lippincott
George Smith
Thomas Nelson
Chas Brown
Henry E Scholtz
John M Walker
John Hartigan
James Mason
Jacob Greenmult
Jas McWilliams
Jas L Purdoe
Francis P Slavin
Jno Sheppard
Jno Harrington
Benj B Branch
Chas Mason
Wm C Holton
Wm A Donaldson
Thos T Wallace
Dan'l McCarthy
Wm Stiles
Geo Perry
Chas F Barks
Alex Capero
Wm H Woodbury
John Dean
Phillip Bartram
Wm H Huse
Alven Rulooh
Wm Allison
Peter Goodman
John Cameron
Nelson Reck
Wm Beecher
James O'Flaherty
Wm B Tarlton
Jas R Marchant
Frank A Dupar
Geo H Russell
Hugh Madden
Dennis G Disney
Moses P Simon
Geo A Gifford
Wm Murphy
Ed D Paine
John Giles
Robt Kelley
Jas D Branch
Ephr R Foster
Geo F Low
Geo Hirons
John Merro
Edmond Burke
Wellington Hodgkins
John Ward
Noah Smith
Chas Smith
Chas Isaacs
John Terry
Theo Gunn
Jos Garrido
Spicer Toombs
Patrick Connelly
Wm Kelly
Jos Hughes
J H Snowden
Caleb Walker
Patrick Lolman
Jere Hays
John Peter
Bartholomew Diggons
John Kelly
James Walsh
Cornelius Flynn
John W Fiske
Peter Pearl
Francis T Wilcox
Wm Vanness
Jas E Young
Jas W Ingersoll
Charles Lake
Wm H Wright
Henry M Wilson
M C Forbes
Daniel H Davis
John C Scott
Robert Emmerson
Wm F Ahern
James Boyle
George Todd
Wm G Hance
Bernard Wales
John Comelas
Patrick Trodden
Jas Duffy
Thos J Holland
Michael Gallen
Hiram E Foster
Felix McGuckin
William Goodwin
Joseph McShane
Wm Miller
Chas McGinness
John Kelley
John Hilton
Hugh Fitzpatrick
Chris Graham
Michael Dennis
Thomas Wolkley
Chas H Willitt
Jas Smith
Thomas George
Ed S Shoemaker
Sam'l G Cox
Chas F Moore
Wm Caffrey
Nicholas Vautier
Michael Kiernan
Leon M Smith
John W Andrews
Daniel Boyle
Wm Preston
Geo Stillwell
Jas F Brown
Jacob Art
J Alexander
Lawrence Fay
Geo. R Henry
Theo J Douglass
Benj Hughes
Geo Drew
Alex Barnes
Charles Brown
Benj Innes
John Hurley
Gilford Ball
Henry Wilkey
Thomas Blake
John Lynch
Geo H Bowen
Zebina L Duane
Bernard Doyle
Geo F Merrill
Geo Southwick
Thos Mills
Augustus Thomas
George Shaw
Jno A Holland
John Brown
John Gartland
Zeno P Elwell
Thos S Smith
Phillip Scott
Jno A Tresslet
Wm Campbell
Randal Taliaferro
Chas E Miller
John Graham
Jas Fitzgerald
John Kelly
John J Bigelow
Robt S Connolly
Wm H Brown
Sam'l C Wilson
Archibald Van Brackle
Thomas Pilot
John O'Leary
Samuel Stockton
Anthony Tharp
John Stuart
Geo W Mayberry
Geo Webb
Bernard Quinn
Joel A Chew
John C McFarland
Rich'd Beebe
James Connor
Geo W Burgess
Thos O'Brien
Stephen Cummings
Chas Friend
George Brewer
Michael Cochrane
Wm Lorett
Henry Monroe
Martin Kelley
E L Foote
Amos Beveridge
Hugh Dougherty
George Brown
Phillip Roberts
Phillip Morgan
Chas Smith 2nd
Ed E Jennings
Jos Lawrence
Thomas Bisby
Adolph Lew
Fred'k T Carr
James Carlton
Henry McLaughlin
Geo Edwards
Henry B Thompson
James Iles
James Mathews
Julius Seyin
Chas H Hale
John De la Hart
Sylvester Beckus
Theo Walner
Stephen P Coates
Peter Lahy
John D Barnes
Daniel Mullen
Jas Callaghan
Patrick Roach
Wm Johnson
J N Sonder
Chas A Taylor
Joseph Pinto
Israel Conkney
Samuel S Jackson
John Sayers
John Smith
Chas A Paulson
Edward Donnelly
Henry Crawford
John Nugent

MARINES.

John L Broome, Capt
George Heiller, 2d Lieut
Austin N Colcord
Valentine Knoch
Thos B Isham
John Kelly
John Holmes
George B Royer
John R Leeskey
Thomas Barr
John Brown
James Burns
Martin Furey
Patrick Foley
Leopold Fiel
John Graham
James Gillen
Wm H Harrington
David Jacobs
Gotleib Kelly
Henry King
Martin McLaughlin
John McCloskey
James Mount
George Burns
John Burns
Patrick Cook
Thomas Curtis
Geo P Coopman
Michael Corcoran
John Cronin
William Donovan
William Dempsey
Michael Donohue
Thos F Flynn
Morris Flynn
Michael Murray
Daniel O'Donnell
Peter Quinn
Cornelius Reador
John Rogers
Thomas D Smith
Oscar Smith
Michael Welsh
Davis White
George M White
Patrick Campbell

LIST OF OFFICERS, CREW AND MARINES ON BOARD U. S. STEAMSHIP "BROOKLYN," APRIL 24, 1862.

Thomas T Craven, Capt
R B Lowry, Lieut
J C Stafford, Master
Geo Dewhurst, Master
Liman Wells, Master
Sam'l Jackson, Surgeon
Jas S Knight, Asst Surg
Chas A Abbott, Paymas'r
Jas O Kane, Master
Wm Robertson, P Clerk
Jas E Swift, Capt Clerk
Mich'l Carr, P Steward
Wm M Culbertson, Surg Steward
Wm B Brooks, Chief Eng
B E Chassaing, 1st Asst Eng
Jas Atkins, 2d Asst Eng
Alex V Frazer, jr., 2d Asst Eng
Chas F Mayer, jr., 3d Asst Eng
B D Clemens, 3d Asst Eng
Jacob L Bright, 3d Asst Eng
Jos Morgan, jr., 3d Asst Eng
H T Grafton, Act Mid
Jno R Bartlett, Act Mid
Henry C Leslie, Master's Mate
Robt Beardsley, Master's Mate
Wm Tuber, Master's Mate
E S Lowe, Master's Mate

John A Selmer
William Yates
V D Toy
[illegible]cob Stephens
[illegible]mond Daggett
Jas[illegible] Morrison
Cha[illegible] Pettit
Bill [illegible]son
Robe[illegible] Harrison
Thom[illegible] King
Dan'l [illegible]ney
John [illegible]nell
Nath'l [illegible]s
John Kel[illegible]
Barnett C[illegible]
James Wat[illegible]eyn
Wm Brown
John Griffith
Dennis J Nagle
Michael Bowes
Dennis Murphy
Dexter A Nuttin
John Farrell
Price Owens
Martin Graney
Michael Jorden
Michael Martin
Cornelius Martin
John C Ilsley
Thomas Pickering
John Anderson
David Conner
James Wilby
E F Shinn
William Ashworth
Philander McDonald
Patrick Bresney
Michael Fitz
Daniel Downey
Thomas Lynch
Sylvanus Chapman
John Enright
Patrick Dougherty
George Hope
Thomas Duffy
Charles McNamary
Eustace Hosford
George Munroe
Adam Duncan
Daniel Corcoran
Patrick Haggerty
John Hawkin
John Sullivan
Abram A Johnson
John B Hassett
William E Velt
John Smith
Daniel McIlheney
Thomas Ogden
Thomas Rowen
John O Hearn
Thomas Carey
Charles Church
James Carey
Patrick Murray
Thomas Sullivan
Charles H Pease
Patrick Green
Jeremiah Parker
James Roach
Burnett Kenra
Charles Kelly
James H Trevor
James B Chandler
John Maloney
Edmund Reed
Andrew Rourke
John Harrison
Patrick Allen
John Simpson
John Murphy
William Smith
Alex H Trinett
James H Powell
John Brown, 2d
John Campbell
John Williams
Thomas Thompson
Charles Fredcrits
Louis Richards
George Wallace
Thomas Kelley
Charles Kesler
John Shons
James Toole
Charles Boyer
Thomas Williamson
James M Farlan
Ben H Ahrains
James Pollett
Andrew Murphy
Eullons Reennels
James Williams
James Gibson
Ezekiel Brown
John Price
F H Heath
W Welsh
Cornelius Cronin
W M Houghton
Andrew Smith
Stephen Allen
W Morrison
Samuel Brown
Peter Thompson
Noel W Tuber
Jeremiah Brown
John Wade
John D C Williams
Joseph Wright
James Burk
Thomas Hayes
Thomas Mason
Martin Willard
Bernard M Cate
J B Thompson
Daniel Ginnes
John Stones
James Fitzmaurice
John Benton
Thomas Landy
James P Furney
John Rourke
Robert Loan
James C Phillips
Patrick McFarlan
Michael Hartnell
Patrick Kincey
William Corrigan
John H Pettyford
William Burns
Thomas Bolton
Rufus Thoulou
Dennis Leary
James Conley
Aug Macdonald
A B Weidner
Richard McCarthy
David H Carrington
A M Neal
Joseph Miller
A Smith
Harvey Taylor
Jerry Lee
James Armstrong
E Johnston
B Ashton
John Carter
John Washington
Washington Johnson
Scott Brown
Charles A Smith
Thomas H Kane
Thomas Boleir
Wm Shepherd
Wm Darline
John Roque
John Bruzelle
James S Bates
John Newman
David H Smith
James Thompson
John Deenaway
G W Barrett
A F Clarke
John Chase
Wm P Dolan
Joseph Dixon
Benjamin Dicklns
G W Flournoy
W A Gercus
Geo W Gill
F V Gordon
Henry Hatch
Thomas Hollins
Michael Haggerty
James M Hopewell
William Imher
Thomas Johnson
Joseph B Johnson
Hiram Lawrence
Frank Lefevre
Isaac Laugley
John M Sampson
Alexander J Lowney
Thomas Cupps
Alexander Calathy
John Weitls
William Brooks
William McDonald
John Worsdell
George Martin
Thomas Connors
Lebbins Simpkins
Thomas White
James Locke
Fernando W Mitchell
Francis Bihrgen
Addison Fisk
David Breen
James Wilson
John Williams
John I Danevin
John Brown, 1st
William Densmore
Stewart Morris
Hugh Brady
John White
John D Davis
John Mathews
George Coventry
John H James
Alexander Pinker
William C Seymour
James Townsend
John Riely
William Beatty
William J Archer
Levi Binkler
Richard R Moore
James H Foulkes
James Ready
John Johnson
Andrew Anderson
Thomas Cousens
John O'Hara
Peter F Shanhurst
George Goodins
James Fergerson
John Johnson
William E Brown
Patrick Crowley
John H Drier
John O Montgomery
Benjamin F Toppeu
Edward J Jones
Charles Smith
John Kendall
H P Baskler
A Bowie
James Holmes
Edward H Wing
George Graves
George Williams
Harry Thames
Albert Day
Edward Julian
James Cannon
William Supple
Daniel Doyle
John Brown, 3d
William Kingsland
J F Chase
A Whitney
E S Blanchard
Emanuel Saza
James Pool
James Wheaton
Peter Connolly
Patrick Flynn
Thomas J Ward
Peter S Richardson
John Willoughby
Henry A Lyons
Cornelius Reed
J Penno
Thomas Salsbury
William Nuskett
Frederick Pettigrew
Thomas Griffin
Dennis J Sullivan
David Turner
Robert M Long
Charles Deaker
Louis Banks
Jacob Reinhamer
William Andersou
J Rollin
Griffin G Ellis
John G Thomas
Humphrey Prichard
M Evans
Michael Willlams
Charles Gerraus
John Neary
Hugh A Janes
Antonia Morzia
Thomas J Fagan
Thomas Tyron
Charles G Blaney
John Dangan
John Conley
James O'Connor
David Pace
Alexander McBride
Alexander Anderson
Richard Allen
Charles Byer
Thomas Mooro
John McCabe
T S Maccr
John Manson
Joseph Pratt
Albert Peters
Thomas Quaid
George W Bunmell
Edwin Robblus
F Sullivan
Leonard Shrepple
William Stroud
Bernard Sands
James Sewell
William Wells
W H Weaver
John Williams, 2d
Westling Zermun
Hugh Hamilton
Richard Noonan
Hugh McIness
A W Watson
James McGrath
William C McBride
Thomas Jackson
John Jackson

John Roach

MARINES.

James Forney, 1st Lieut
David Barry
M W Bradley
Andrew Miller
Owen Coleman
James H McCormack
David Kitredge
Richard Jordan
Edward Quigley
Henry E Carson
John Crothers
Thomas Cribbens
Andrew G Davis
Richard Dougherty
John Dougherty
James Ford
Thomas J Fister
Louis Heath
Matthew Hirst
W W Hess
James P Holland
Leonard Kelian
Thomas Kelly
Nathan Lang
John Line
William Lenahan
H C Miller
C P Morrison
L Meloaney
Peter C McCutchen
John McCully
Arthur Mullen
George Mayer
Neal McIlvain
Michael O'Brien
George Patterson
Daniel Quinn
Henry H Ross
W Simmons
J R Sanders
Alexander Tilghman
James Wharton
George Wunder
J W Wilsey
John McCullin

LIST OF THE OFFICERS, CREW AND MARINES ON BOARD THE U. S. S. "RICHMOND," APRIL 24, 1862.

James Alden, Comman'r
A H Cummings, Lieut
Edward Terry, Lieut
Thomas F Wade, A Vol Lieut
Fred'k S Hill, A Mast
S B Coggshall, A Mast
Chas J Gibbs, A Mast
George F Cutter, Paym'r
A A Henderson, Surg
Jno D Murphy, Asst Surg
Jno W Moore, Chief Eng
Eben Hoyt jr. 1st Asst Eng
J L Butler, 2d Asst Eng
Albert W Dorley, 3d Asst Eng
Alan Ramsey, Capt of Mar
G W W Dove, 3d Asst Eng
R B Plotts, 3d Asst Eng
Chas E Emery, 3d Asst Eng
Chas J Cooper, Act Asst Eng
H F Moffat, Act M M
J Russell Howell, Act M M
Wm R Cox, Act M M
Jno B Bradley, Act M M
Robt P Saunn, Act M M
Isaac T Choate, Boats'n
James Thayer, Gunner
Hiram L Dixon, Carp
Henry T Stocker, Sailm'r
Robert D Bogart, Capt Clerk
Jno Van Dyke, Paym'r Clerk

PETTY OFFICERS.

John Williams 3d
John Battie
Hugh Tracey
John Douglass
John Howard
George Parks
Alex Marshall
Wallace Halstead
Nath'l Martindale
John E Ryan
Edward Biggs
James Miller
Albert Allen
Louis Jones 1st
Wm Davis
James Abbott
Daniel Curtis
Wm Harrington
Ed T Chandler
James Cash
Wm Madigan
John Smith 1st
William Smith 2d
James Barret
John Kelly
Henry Adams
James Knight
John Palmer
John Dannock
Edward Phillips
John McLaughlin
Jno J Burge
Roscoe T Wilson
Wm J Diggs
Peter McEntire
Bernard Harvey
Lewis Francis
Thomas Atkinson
Wm L Carr
John Brown
John Sweeney 2d
Robert Cowle
Herman Schmitz
John McCormick
John Oakford
Wm H Long
Fred'k Cox
Frank Peery
Smith Satchell

CREW.

John Ford
Richard Cushing
James Fletcher
Chas Brown 2d
James Brown
John Garden
Jas M Cunningham
Thomas Flarity
John McNelly
Chas Salm
Jas Bennett
John Farrington
Cornelius Murphy
Chas Rundall
Henry Sharp
Wm Smith 3d
Peter Olmson
James D Culver
Frank Brown
Jno F Walker
Paul Hartzfeldt
Michael Switzer
Eugene Sullivan
Timothy Sheehan
William Elgar
John G Lord
Jno Speights
Henry Willett
Wm H Johns
Jno Hook
Jno F Polley
Richard Lyons
Wm Noonan
Jas Noonan
Jno Doherty
Wm A Nures
Jno E Smith
Chas Ainsworth
Daniel Fielding
John Sweeney 1st
Geo Campbell
Wm Driscoll
Henry Austin
Robert McClure
Jos Davis
Chas Howard
David A Warner
Wm I Butler
Geo Wilson
Wm Lord
Wm G Brady
Martin Malloy
Jno McLaughlin 3d
Jno Gallery
Giles West
Manuel T Dabney
James N Baker
Charles Brown
Cornelius Dailey
John N Martins
Edward Harley
George Millard
Olof Smith
Frederick J Oldman
William Nelson
Benjamin Rauelr
John A Payne
Edward Orley
Edward C shman
James Barter
Frederick Weiss
James Dever
Andrew Hodge
John H Richardson
Thomas Fell
James Reddy
Thomas J Russell
Alexander Thompson
John Broom
George F Townsend
William Rickards
William E White
Erdix J Duston
John Deely
Henry Wood 2d
Charles Willard
Peter White
John Leonard
William Smith 4th
Henry Richardson
George Churchman
Jacob H Frick
George Allstram
Elisha W Harlman
Howard A Lamplherd
John Tough
William Nelson 2d
John F Irons
John [illegible]nnebrey
Archibald McSeeley
James Lamb
William Kelcher
George Wiley
James Carey
Frith B Atkinson
James Stephens
Thomas Seamun
Peter Wintock
James Nellan
Evans Carrington
Walter Williams
William Rogers

Henry N Heaton	William Wilson 1st
Jno Frastus	Jeremiah Breslyn
Barney Quinn	Theodore Spaller
Jno Bell	Tarleton Cogan
Edward Collins	Christian Speck
Robt Tramm	William Evans
Hugh McGill	Edward Kinney
José Brose	Samuel A McCurdy
Jas Foley	Oliver E Locke
Manuel P Sylva	Edward J Curry
Hans Johnson	William Nichols
Jno H Martin	James Roach
David L Goodwin	Laurence Brennan
Joshua Hall	James Mahigan
Jas Taylor	Thomas Hynes
Geo D Webb	Cornelius Chuey
James Black	Horatio Sheppard
George Carr	George R Castle
John C McLaughlin	Andrew J Joyner
John D O'Connell	Ebenezer Wharton
Timothy Murphy	Joseph Thornton
Patrick Cassidy	George Culiy
John Hogan	Horace A Stowe
Patrick Fallen	John Shaw
Patrick Huntly	Asa Smith
Owen O'Neil	Henry Wood 1st
John Hall	Franklin Cann
James Timmens	James E Vantire
William E Rhodes	John L Fyfe
William O Sullivan	William Adams
James Riley	James Polworth
James Terrell	James Carey
Robert Beard	Adolphus McCleary
John Groggins	John Hickman
William Coke	John Mulligan
Michael McLaughlin	John Hurst
George A Bruce	John Rush
Kars A Sludge	John Peters
John Robinson	John Carrick
Matthew McClelland	Thomas Jones
George W Black	Thomas Welch
Cyrus E Hamilton	Hugh McCann
John Hynes	William E Russell
James W Hines	James Travers
Edward O'Reily	James Donoho
John Boland	Patrick McCarty
William L Hughes	Thomas Potts
Samuel Herford	Edward Hennessey
James Lounsberry	John Byrne
Charles Wright	

MARINES.

David Sorowis	Allen Cook
James Somers	Richard Cripps
John C Varney	Edward Conover
J A Eden	Charles Culberwood
George Ryall	Alexander Frazer
George Attmore	Wiley S Green
James Gurley	George W Harris
John S Gross	Alexander Hamilton
William H Whelan	Henry McElroy
James Buchanau	Robert Mitchell
James McCassen	David Anghinbaugh
Thomas Noland	Phillip Fries
Robert H Neeley	Wallace H Glynn
Peter Rourke	Samuel W Harmer
Peter Shields	George Horn
George Varnick	John F Lockey
James Pope	William Logue
John Thompson	James Martin
John Magard	William McElhaney
Matthew Brady	James Mooney
Dennis Calligan	William Monroe
Michael Duff	Robert Staples
Michael O'Neil	William Jones
Patrick O'Brien	Joseph McLaughlin
Thomas Reed	

SUPERNUMERARIES.

W R Bridgman, Mid	Robert S Ramsey
William Coffey	John M Foley
William Shannon	George Reynolds
C rnelius Roach	John Cunningham
Homer A Nash	William Jordan
Benjamin Williams	William Barrett
Robert Welsh	William Hardy
Henry Putnam	George W Rich
Charles A Bensal	Alexander Hodge
John A Morgan	Andrew Martin
Henry W Anderson	Charles E Kidder
Anson Pitcher	George W Arrington
William J Pike	William Jellison
James Gorman	Robert Limmars
Dennis Brasiln	Peter Ford
George H Kingsley	James Coorey
Richard Jackson	John Darer
Richard Doherty	Lemuel Collins
Henry Nelson	Thomas H Sargeants
Robert A McLean	Thomas Reed
Richard Cummerford	

A Department of Commerce and Navigation.

Editor The Nautical Gazette:

In your No. 140, Feb. 28, under the head of "Lights and Fog Horns," you ask, "When are we to have a thorough inspection of signal lanterns and fog-horns?" The answer is very plain, that we never will have such inspections until we have some such legally constituted body, under Government, as has general supervision of the British mercantile marine.

When we get a Department of Commerce and Navigation at Washington we may hope for all the advantages to our mercantile marine which have been derived from the Department of Agriculture for an agricultural interest, and not before.

In a former number, you speak of Mr. Dawes' bill for the "Examination of masters and mates of the merchant service," and suggest that the bill was framed after the English law. If any one will take the trouble to overhaul the British Merchant Shipping Act, they will not only find that bill, but also the so-called U. S. Shipping Law—both have been taken in full from that act, with such changes only as the different nature of our institutions required. And nothing could expose the absurdities of our system more fully than this very fact that any one can patch up laws affecting our entire mercantile marine, and with a little well directed influence, procure their passage by Congress.

Laws affecting interests so vast should emanate from a properly constituted department of the Government, whose business it should be to watch over and protect our merchant service, to study its best interest, to suggest laws for its protection and improvement, and particularly to see to the proper execution of laws that are enacted. To the establishment of such a department should the attention of those interested in our mercantile marine be first directed, as the beginning of all real improvement. With regard to the subject of examination of masters and mates, I enclose a slip, to show what our neighbors are doing in that way:

"The meeting of the Dominion Board of Trade commences to-morrow (Feb. 24). Among the topics set down in the official programme of the meeting for consideration are, reciprocity with the United States; the best and most practicable method of constructing a Pacific railway; enlargement of the Canadian canals; the construction of a dry dock at Quebec; classification of vessels on the lakes and rivers; management of inland steamers; examination for masters and mates; insolvent act; protection to manufacturers; fire and marine insurance, and free postal delivery in cities and towns." L.

[NOTE.—The above letter was writen by a practical gentleman who has followed the sea for many years, and who, for a long time, has been working energetically for the interests of the mercantile marine of the United States.—ED. N. G.]

New York Nautical School.

The *Herald*, on Saturday last, "opened battery" on the New York Nautical School, No. 92 Madison St., and raked it fore and aft after this fashion:

"The school is a complete 'family concern.' The Capt. Thoms, whose name is borne by the school, has long been dead, but the sons carry on the institution. 'Dr.' J. Faulds Thoms is the 'principal of the nautical department.' 'Dr.' William Faulds Thoms is 'the surgeon in charge of the medical department' and 'president' of the institution. Mrs. Capt. Thoms is one of the leading teachers, and so on. A 'Dr.' Morse, whose sign is on the door of the house in Madison Street as an associate of Dr. Thoms, is the secretary of the concern. R. T. Shaw, who is seldom to be seen, is 'the treasurer,' while two men, S. L. F. Smith and L. A. Gunter, are the 'nautical advisers' and general outside solicitors, etc.

"The New York Nautical School, with a flourish of trumpets, points to its pair of world-renowned 'patrons,' Admiral D. G. Farragut, United States Navy, and Capt. E. Richardson; but our readers will please bear in mind that exactly what good testimony these gentlemen might be disposed to give concerning the school is impossible to ascertain at present, as they are both dead.

"Again, it is authoritatively stated by those who have examined into this matter, that in a recent list of 'references' the managers of this institution used the names of several of our best known citizens, who, on being written to concerning the 'Nautical School,' said they had never heard of it, knew nothing about it and that their names had been used in this connection without their permission. Among these names were James Brown, Stuart Brown and W. C. Bryant—by the name of which is meant and is intended to be meant William Cullen Bryant, who denies all knowledge of the institution. Among the other names of distinguished New Yorkers and Americans given as 'references' by the managers of the New York Nautical School are James W. Beekman, W R. Garrison, Lewis Lennox, Joseph Hoxie, H. K. Corning, R. W. Cameron, Horace Waters, Robert H. Minturn, Moses H. Grinnell, John H. Clark and others. These names are given, that the attention of these gentlemen may be herewith and hereby called to this matter—that, if their names have, in addition to those above given, been used without their authority, the public may be informed of this, in itself, very suspicious fact, or that, if these references are genuine, the New York Nautical School may be set right, spite of the various apparently suspicious circumstances already alluded to.

"The New York Nautical School also claims to be 'under the auspices of the society for the education and advancement of young seamen,' a society which many persons, who are actually concerned alike in charitable and in educational matters, assert to be wholly mythical. The circulars of the Nautical School also claim a species of collegiate and official status for the institution, and assert that it is recognized officially by the Government itself, as well as by the naval and the merchant service. The President of the school distinctly asserts that 'graduates of this institution pass the Naval and Revenue Boards of Examination, also the Boards for masters and mates of seamanship and the American Shipmasters Association.' 'None fail,' he asserts, and in his circulars he prints this assertion in the largest kind of type, which is very comforting to the 'graduates of this institution."

[We have never sent any of our numerous family of sons to this school, and until we know more about it—and do not think we shall—we shall not recommend any one else to send their sons.—ED. N. G.]

The U. S. Shipping Act.

It has been stated by those who have an interest in the existing shipping law that a majority of the shipowners of New York were in favor of it, and that only unprincipled men wished it repealed; and even at a meeting of the American Seamen's Friend Society it was stated that men, whose names appear in the following list, asking for its *repeal*, were in favor of it. We give a list of names of respectable, responsible, honest shipping merchants, who asked for the repeal of the law as early as November last:

F Alexandre & Sons, J F Amea, Abiel Abbot, J Atkins & Co. Geo H Bradbury, F W G Bellows, Barling & Davis, Brett, Son & Co, Benner & Pinkney, Vernon H Brown & Co, Boyd & Hincken, Bryan & Stevens, Borland, Dearborn & Co, Baker & Foster, Wm P Clyde & Co, Chase, Talbot & Co, Thomas Dunham's Nephews & Co, Dolner, Potter & Co, G Frank Dikeman & Co, Degroot & Peck, Evans, Ball & Co, D B Everett & Co, J D Fish & Co, Ferguson & Wood, Wm T Frost, J & G Fowler, W R Garrison, G W Gilchrist & Co, H Galpeke, I B Gager, Howland & Aspinwall, Francis Huthaway, Wm H T Hughes, Haiton, Watson & Co, E D Huribut & Co, Marcus Hunter & Co, James Henry, Hicks & Bell, James Hand, Wm Ingalls, Jova & Co, J C Kenyon, Lunt Bros, Jacob Lorillard, Robert Lowden, S C Loud & Co, Lawrence, Giles & Co, S W Lewis & Co, J M Linnard, H W Lond & Co, C H Mallory & Co, Murray, Ferris & Co, S L Merchant, Miller & Houghton, Mallory & Co, T M Mahew & Co, B F Metcalf & Co, Stephen H Mills & Co, John T B Maxwell, Zophar Mills, R Murray, jr, Henry Moss,, Nesmith & Sons, Wm Nelson, jr, Thomas Norton, B G Neff, Pendergast Bros & Co, Pray & Dickens, Pratt & Co, E S Powell, Pouvert & Co, J B Phillips & Sons, J F Patterson, Warren Ray, J T Revern, Spofford Bros & Co, Simonson & Cheesbrough, Jonas Smith & Co, John Stephenson & Co, Snow & Richardson, Salter & Livermore, Simpson, Clapp & Co, Sutton & Co, F C Schmidt, H H Swift & Co, E Sanchos Y Diaz, Jacob W Schmidt & Co, I R Staples, E M Stackpole, Tucker & Lighthourne, B L Thurlow & Son, D Trowbridge & Co, F Taibot & Co, Tetens & Backmann, Charles M Terry, Van Brunt & Co, H A Vatable & Son, James E Ward & Co, John C Williams, Waydell & Co, J H Winchester & Co, B J Wenberg, Charles L Wright & Co, Ward & Tower, J C William, Woodhouse & Rudd, William Wall's Sons, M K Wilson & Co, Yates & Porterfield, Theodore Zerega, John Zittlosen.

As proportionately large a list of first-class names at Boston, Philadelphia, Baltimore, &c., have signed the same petition, asking the repeal of the act.

Jackson's Automatic Self-Feeding Lamp.

Following is a description of Dr. S. K. Jackson's Automatic Self-Feeding Lamp, for producing a continuous light for marking channels, obstructions to navigation, &c.:

The object of the invention is to meet a great desideratum of the present day, viz: to produce a light which will continue for a long period without the necessity of trimming, and therefore not needing an attendant or keeper. For the buoys and spars which are at present employed to designate channels and mark shoals and obstructions to navigation, it is proposed to substitute a small structure, somewhat similar to a pigeon-house, upon a single pile, iron or wooden, screwed or driven, which shall contain one of these lamps, holding oil enough to last several weeks. These structures are to be visited at intervals by the nearest light-house keepers, or by an inspector appointed to superintend the several light-house districts.

It is supposed that these lights will effect a complete revolution in our inland commerce, and will render the navigation of our bays and rivers as easy by night as by day, and if they are made to exhibit different colors, corresponding to the present colors of the buoys, any one of ordinary intelligence will be able to understand them, and to find the channels without the aid of pilots. The uniformity of light is effected by maintaining a uniform oil level, thereby securing a uniform pressure and an equable supply. These objects are attained by having a body of water, supported by pneumatic pressure, in a tank placed above the lamp; this tank is connected with the lamp itself by means of a tube which terminates at the surface of a body of water in a lower vessel which supports the oil by hydraulic pressure. The water in the lower vessel is prevented from rising too high by an overflow pipe, and is prevented from being too low by exposing the end of the tube from the superposed tank, which lets down a supply of water upon the admission of air. By this means a perfect water level is maintained, and as the specific gravity of the oil is little less than that of the water, the oil level is always a little above that of the water, consequently there is always a supply of oil to the burner.

This arrangement has been for some time under the inspection of the Light house Board, and has been put in practical use in Currituck Sound, North Carolina. These lights have lasted twenty-one days without attention, during the past Winter; and although they are in very exposed situations near the Atlantic coast, have not been affected by storms.

The burner at present used affords a light which can be plainly seen five miles, (they have been seen twelve miles), and consumes one-third of a gallon of oil, costing twelve cents per gallon. Of course, the saving of that portion consumed during the daylight (say the one-half of four cents), would not justify the employment of a man to extinguish and relight.

The annual report of the Light-house Board shows that they have throughout all our waters about 3,000 unlighted beacons and buoys actually in position. If for each of these one of the structures above described were substituted, the current expense of lighting them would be, at the calculations given above, about $120 per day, or less than $45,000 per annum. This expense is insignificant compared with the benefit of making them as serviceable by night as by day, which is really doubling the sailing time of vessels. An outlay of about one million dollars for the construction of as many of these lights as are needed for the whole country, and an annual expenditure of about one-third the amount now expended in repairing and replacing the buoys, is all that is required to confer such benefits upon our commerce.

Philadelphia Speaks.

PHILADELPHIA, March 5, 1874.

Editor The Nautical Gazette:

SIR: The Vessel Owners' Association of Philadelphia held their annual meeting yesterday and have at length woke up to their true condition as regards the Shipping Commissioner. They passed resolutions once before at one of their meetings as regards the Shipping Act, and one of their number (a friend of [the Commissioner) at a subsequent meeting, had the matter reconsidered, and, for the time being, nothing was done. But now all have been notified, and every craft clearing from the Custom House must pay the shipping commission fee. The next thing you hear will be that the oyster boats, and, it may be, ferry boats, will also have to pay tribute to the Commissioner. I understand that the steam colliers of the Reading R.R. Co., have been notified to ship their coal steamer crews before the Commissioner. I suppose the tug *Windsor*, of the Boston Line, will next be notified to do likewise. We have got but little sympathy for the schooner owners and masters, as they should have sent in a petition and protest against the law long ago. It is understood that the Commissioner of San Francisco and the sailor landlords of that city do not want the law repealed. We do not wonder at that, since Capt. Quigly, of the ship *Tamerlane* states that when he applied to the Commissioner at San Francisco for a crew, that he was informed by him that he must go around to the boarding houses, select his own crew and bring them to his office, then he would ship them. The captain went, as directed, and was compelled to pay $40 per man blood money, in addition to the advance wages. Now, it is not to be supposed for a moment that the Commissioner got any *divvy* out of the blood money, but the captain thought it very hard to have to pay so much. Where is the protection seamen promised in the new Shipping Act? [illegible]'s' Act

The protest against the Ship Commissioners reported at the meeting declares as follows [illegible]ference

It is a law that is calculated to provoke scarcely [illegible] of opinion, and consequent suits at law upon its any two persons put the same interpretation [illegible] owners and provisions. It is in fact a libel on the [illegible] except masters of vessels, and is of no use to the [illegible] of commerce to provide an office at the expense and captains. The sailors, as well as vessel own[illegible] unite in demanding its repeal. [illegible]ETTE. the day is

Thanks to THE NAUTICAL [illegible] KEYSTONE.

breaking.

Vessels have decided [illegible]

The U. S. Inspectors of St[illegible] of the lost steamship that the captain and offi[illegible], were not responsible *Sherman*, of Marshall's [illegible] for the disaster.

What's the Matter With the Navy Yards?

Editor The Nautical Gazette:

What's the matter with the navy yards? Has not "Turret" been told, in the way of a broad hint, that they are degraded into *political yards*, and that's what's the matter? Why are not the politicians rushing their "friends," and their friends' "friends," into the army barracks, or the naval receiving ships, the same as they rush them into the navy yards? Why are they not badgering the Secretary of the Navy night and day to appoint the sons of their numerous friends to lieutenancies in the army, or captaincies in the navy, the same as they are bothering him to appoint to positions on the constructive staff of the navy yards? Let "Turret" seek the answers to these questions, and when found make a note of them.

It is, indeed, "within the possibilities to have as cheap work done in Government shops as in private ones," as Turret admits. Why should he call upon "Old Cannon," or any other man, to answer conundrums about *how to do it*? He knows the answer to his own question, and the public would like to hear him state it himself. He need not be bashful about speaking his mind in meeting. The "Cannon" is an old invention; the "Turret" is a new one, and has the charm of novelty about it; therefore, let it revolve—if nay, wherefore; if yea, therefore.

ANOTHER OLD CANNON AT THE NAVY YARD GATE.

The New Shipping Law.

A dispatch dated Washington, March 6, has the following:

The counsel of the Shipowners' Association of New York has prepared a bill amending the act of June 7, 1872, authorizing the appointment of shipping commissioners by the Judges of the Circuit Courts of the United States. The Hon. S. S. Cox obtained unanimous consent for its introduction in the House of Representatives to-day, and it was referred to the Committee on Commerce. It transfers the appointing power from the judiciary to Secretary of the Treasury, whose department has, until this innovation, always had entire charge of commerce in all its branches. The Secretary is also empowered by the bill to make all requisite regulations for the enforcement of the law, and is authorized, whenever in his judgment it may seem proper, to combine the office of Shipping Commissioner with that of Collector of Customs. It also provides that the act shall not apply to masters of vessels engaged in the coasting trade of the United States, and sailing under an enrolment and license, or a license only; nor shall the act apply to masters of vessels clearing from one port of the United States to another port thereof, and allowed by law, while sailing under a register, to touch and trade at one or more foreign ports during the voyage. It also exempts masters of vessels bound from the United States to the British North American possessions, the West Indies or the Republic of Mexico.

Deck Loads.

As much attention has been directed to this subject of late by the interim report of the Royal Commission on Unseaworthy Ships, it may be worth recording that one of the largest deck loads of cotton ever brought into Liverpool by a sailing vessel recently arrived by the American ship *Adorna*, of 1,460 tons—namely, 435 bales on deck and 20 bales in the deck house. One tier of bales was stowed on the long poop, which extends beyond the mainmast; three tiers of bales were carried amidships, and two tiers forward. Every available space on [illegible]k from poop to forecastle being filled up, [illegible]ttier of surprise among experts that this ve[illegible]ld have been able to cross the Atlantic at th[illegible] of the year without losing some of her deck[illegible]s may be expected, the lower tier of bales on [illegible]s reported as damaged.—*Liverpool Commercial* [illegible]*press.*

Ship Property.

The market for this property during the past month has been rather tranquil, owing to the scarcity of desirable tonnage offering for sale, and the high prices demanded. The demand continues very good, and is mostly for foreign account. Sales for the past month were:

Ship *Carrier Dove*, 1,615 tons register, built at Baltimore, 1854, metaled August 1871..... $40,000

Ship *Canada*, 1,190 tons register, built at Bath, 1859, metaled September, 1872, (delivered at San Francisco)..... 40,000

Ship *N. B. Palmer*, 1,125 tons register, built at New York, 1850, metaled February, 1872, about..... 30,000

Bark *Alfred Gibbs*, 347 tons register, built at Bath, 1851, formerly whaler, not metaled.... 10,500

Br. brig *E. Miller*, 240 tons register, built at Fair Haven, [illegible]60, metaled August, 1871..... 7,000

Br. brig *Simon Roswell*, 287 tons register, built Lubec, 1859, at auction..... 2,200

Schooner *Wm. Hunter*, 359 tons register, built at [illegible]p River, 1859, metaled December, 1870.. 9,000

—*Maguire's Monthly Circular, for March.*

Disasters in January.

The Committee of Management of the Bureau Veritas has just published the list of maritime disasters reported during the month of January, 1874, concerning all flags. This list gives the following statistics: Sailing vessels totally lost, 168, viz.: 81 English, 25 American, 12 German, 10 French, 7 Dutch, 7 Italian, 5 Greek, 4 Russian, 3 Norwegian, 2 Austrian, 1 Swedish, 1 Turkish, and 9 of which the nationality is unknown. In this number are included 9 sailing vessels reported missing. Steamers totally lost, 18, viz.: 11 English, 3 American, 1 German, 1 Danish, 1 Spanish and 1 French.

J. Simonson, Inspector of Hulls, and J. K. Mathews, Inspector of Boilers, have made their decision to Capt. Addison Low, Supervising Inspector, in the case of the collision on Feb. 16 between the ferry-boats *Delaware* of the Pavonia Ferry, of which Nicholas Pertain was pilot, and the *New York* of the Desbrosses St. Ferry, of which S. L. Tinsler was pilot. The decision is that the license of Tinsler should be revoked, and that Pertain be censured.

Oh! What a Lloyds.

A copy of American Lloyds' Register Supplement for February, 1874, now before us, "published by authority," &c., contains on its title page some statements which seem to us calculated to mislead the public. Under the head of "Advisory Committee of Ship-Builders," we find the following:

"Daniel D. Westervelt, of Westervelt's ship-yard."

There is no ship-yard of that name.

"Edward F. Williams, of Williams' ship-yard."

There is no ship-ynrd of that name.

"Jeremiah Simonson, of Simonson's ship-yard."

There is no ship-yard of that name.

"*Advisory Committee on Engines and Iron Vessels.*"

"Horatio Allen, President Novelty Iron Works."

These works have been closed for years.

"George Quintard, President Morgan Iron Works."

There is no George Quintard, and the Morgan Iron Works were sold years ago to John Roach & Son.

"Theodocious F. Secor, President Allaire Works."

The Allaire Works were closed up years ago.

"*Committee of Supervision.*"

"Daniel D. Westervelt." (Out of shipping business entirely.) "Capt. W. Skiddy." (Dead.) "Eckford Webb." (Dead.)

"*Examining Engineers.*"

"Erastus Smith." (No such man.) "Jesse Gay." (Long since dead.)

The insertion of names on a title page of persons who have long since been dead, out of business, or in other businesses, seems a little questionable, and calculated to lead strangers astray. We hope to see this title page revised at its next issue.

In addition to these, we find the names of the principal inspectors of our first-class marine insurance companies prominently set forth on this title page as the "Committee of Direction, as organized in 1866." These companies, as a whole, repudiate in toto this American Lloyds' Register.

In addition to the supplement, we find enclosed a sheet, which contains what purports to be "Comments of the press on the American Ship-masters' Association of New York." One article, headed "Marine Fraud," is reproduced from a filthy Sunday paper, not at all read by respectable persons, which evidently was written by some "dead beat," "most ignorant," most conceited individual. The distribution of this circular inside of the supplement wrapper is in violation of the Postal Law, we believe, and, the fact will probably be reported to the special agent of the Post Office Department, for action.

War and Merchant Navies of the World.

The following table gives the numerical strength of all the navies in the world, as well as the numbers and tonnage of the mercantile navies of the globe. This data, in tabulated form, will be found very useful by all who are interested in this kind of information. We are indebted to Prof. Alexander J. Schem for the statistics which we have arranged as below:

Countries.	War Navy. Vessels.	Guns.	Merchant Navy. Vessels.	Tons.
Argentine Republic..	7	54	79	95.000
Bolivia	3	24	38	7,000
British America			1,055	71 041
Brazil	87	316	755	232,000
Jamaica			83	2.544
Bahama Islands, etc.			194	7.177
Le'd & Wind. Islands			298	7.449
Bermuda Islands.. ..			43	3 261
British Guiana			66	3.398
Canada	8	18	7,591	889,095
Guatemala			106	16.000
San Salvador			64	4,000
Honduras			30	1.800
Nicaragua			80	9.000
Costa Rica			40	4.000
Chili	10	39	75	15.870
Columbia			100	16 000
Hayti	7	16	144	28 000
Mexico	9	35	280	54 000
Peru	20	62	110	24 234
Venezuela	6	21		
Newfoundland			1.055	71.041
U. S. of America	179	1,440	28 138	3,946.150
Austro Hungarian M	68	473	7,889	91.061
Belgium	4	34	67	30,149
Birmah Empire	300	480		
China	820	3,600	8 000	616.000
Denmark	29	287	2.735	181.494
Egypt	47	1.760	1.400	21.000
France	469	7,075	15 778	1.014 656
Germany	44	360	55,122	1 305.372
Great Britain	358	958	27,159	5,713 671
Br. African Colonies..			274	20.661
Australia			607	84.140
Queensland			42	1 684
Victoria			345	52,765
South Australia			143	17.296
Tasmania			172	15,981
Western Australia			55	2 757
New Zealand			376	25,478
British India			119	36 089
Ceylon			602	27,055
Greece	34	128	5 422	334.901
Italy	76	653	17.665	949,813
Japan	19	—	20.000	—
Netherlands	109	1.089	1,985	499.506
Morocco	180	400	400	18.000
Portugal	45	336	591	158,000
Russia	268	1,535	3,376	231.330
Poland			504	40,676
Sandwich Islands	2	15		
Siam	7	40	88	38 645
Spain	123	819	4.514	390.700
Sweden	113	474	3.376	302.589
Norway	123	663	6,833	931,662
Turkey	168	2,190		
Servia			110	6,000
Tripoli			410	12.000
	3.745	25,394	226,573	18,813.992

The Dock Commissioners opened proposals on Monday, for a new steam tug for the Department, to be completed within 90 days, and received the following bids: C. & R. Poillon, New York, $45 900; Ward, Stanton & Co., Newburgh, $44,250; John W. Lyon, Philadelphia, $54,600; Samuel H. Pine, New York, $52.600; Jacob G. Neafie & Edmund Levy, Philadelphia, $53.000. The contract has been awarded to Messrs. Ward, Stanton & Co.

American Shipmasters' Association.

The rooms of this association have been removed to No. 37 William Street, a more desirable location, and one demanded by the increase of business of the Association.

We notice that the Auditing Committee of the Seamen's Friend Society consists of Captain David Gillespie and C. C. Duncan. The latter knows how to audit.

YACHTING.

The New York Yacht Club comprises 44 schooners, aggregating 5,788 tons; 17 sloops, 571 tons; 9 steamers, 306 tons, or a total of 70 vessels, aggregating, not including fractions of tons, 6,665 tons.

The Brooklyn Yacht Club comprises 17 schooners, aggregating 2,604 tons; 35 sloops, 735 tons; 5 steamers, about 100 tons, a total of 57 vessels, aggregating, say, 3,439 tons.

The Atlantic Yacht Club has 11 schooners, aggregating 697 tons; 15 sloops, 266 tons, and 1 steamer of 30 tons. Total 27 vessels, 993 tons.

The Hoboken Yacht Club has 17 sloops, aggregating 306 tons.

The Eastern Yacht Club, of Boston, has 33 schooners, aggregating 2,456 tons; 14 sloops, 322 tons, and 2 steamers, tonnage not given.

The South Boston Yacht Club has 12 schooners and 18 sloops.

The Harlem Yacht Club has 17 sloops.

The Seawanhaka Yacht Club has 4 schooners, 19 sloops and 1 steamer.

The Bayonne Yacht Club has 11 sloops.

The Portland (Me.) Yacht Club has 5 schooners, 9 sloops and 1 steamer.

Important to Yachtmen.

Article 61, Part First, of the Revised Customs Regulations, relating to registration, enrolment and licensing of vessels, says:

"Licensed yachts are required by law to use the signals prescribed by the Secretary of the Navy, as follows: 'The American ensign, substituting in the field a white foul anchor, surrounded by thirteen white stars in a circle, in lieu of a star for each State.'

Article 62 says: "Officers of Customs will see that this provision of law is complied with, and also that *each yacht have her name painted on her, as required by law.*"

The law respecting the painting of names on vessels is as follows:

Article 3. "The name of every vessel, and her home port, must be painted on her stern, in white letters, of not less than three inches in length, on black ground."

In default of these requirements the owners must forfeit twenty ($20) dollars. Hence it will be seen that nearly nine-tenths of our yachts, by not complying with the law, are liable to a fine of $20.

Article 64 says: "Licenses granted to yachts will continue in force for the period of one year from the date of issue, on the expiration of which the privileges under them will cease until renewed."

As we have been informed that the law in respect to yachts will be very rigidly enforced this year, we have deemed it best to give our yachtsmen timely warning on the subject.

Jersey City Yacht Club.

At a regular meeting of this club, held at their rooms on the 5th inst., the following officers were elected for the ensuing year: Commodore, R. Donshea; Vice Commodore, C. E. Gardner; Treasurer, A. B. Reynolds; Secretary, Frank Higham; Measurer, J. Kaylor; Board of Directors, A. Brainard, John Ward, M. M. Brokaw, William Clark, J. B. Haight and E. S. Rudderow; Finance Committee, William Clark, John Ward and A. Brainard; Standing Committee, W. Oldering, A. P. Curtis and J. Duncuff.

Williamsburg Yacht Club.

At the annual meeting of this club the following officers were elected for the ensuing year: Commodore, William H. Baxter; Vice-Commodore, James Clifford; President, T. W. Reeves; Secretary, Chas. E. Mielke; Asst. Secretary, A. Patrick: Treasurer, Charles Lahman; Measurer, Joseph Northrup; Steward, Edward Grissan; Trustees, S. S. Free, Frank Thorne, Isaac Merrett, Edward Grissan, Wm. Swane: Regatta Committee, Gallaudet Pease, Levi Smith, William Joy, Geo. W. Kidd, E. O. Tuttle.

Royal Canadian Yacht Club.

TORONTO, March 3, 1874.

This club had its annual meeting for election of officers, on Monday last, as given below. The club now numbers 180 members, and in addition to their own club house, built for use of the members, their yachts and boats, a Winter house up town has been chosen and a committee was appointed to purchase. A good season for yachting is expected. The following is a list of the names of officers for 1874: Commodore, Dr. Hodder; Vice-Commodore, Capt. Gifford, M. P. P.; Captain, Mr. R. Elmsley; Secretary-Treasurer, Mr. W. J. Baines; Committee of Management, Messrs. J. E. Robertson, L. W. Ord, and S. W. Farrell; Sailing Committee, Messrs. W. Armstrong, W. Hope, and J. H. G. Hagerty; Finance Committee, Messrs. John Macnab and G. F. Harman; Auditor, Mr. C. W. Heath.

The following is a list of the yachts owned in this club, with tonnage:

Lalla Rookh, cutter, 18 tons; *Gorilla*, sloop, 28 tons; *Oriole*, schooner, 90 tons; *Nonya*, schooner, 160 tons; *Geraldine*, schooner, 28 tons; *Rivet*, cutter, 16 tons; *Fawn*, cutter, 28 tons; *Kestrel*, schooner, 15 tons; *Coral*, sloop, 23 tons; *Mona*, cutter, 16 tons; *Ida*, cutter, 15 tons; *Petrel*, sloop; *Mosquito*, sloop, 12 tons; *Zephyr*, dandy, 6 tons; *Foam*, cutter, 10 tons.

CENTERBOARD.

Mr. William Conard, late chief of Paymaster's Division, in the Fourth Auditor's office, where he has had an experience of over ten years, and a thorough knowledge of all laws relating to the navy, has opened an office at 1427 F Street, Washington, and offers his services for the examination and preparation for settlement of naval paymasters' accounts, as well as for the prosecution of all kinds of claims. Our acquaintance with Mr. Conard enables us to recommend him to all who may be in want of such services. He may be addressed by letter to P. O. Box 612, Washington, D. C. We do not question but that Mr. Conard will charge reasonably and treat fairly and honestly all who may favor him with any kind of business.

U. S. REVENUE MARINE.

The *Campbell*, at New London, Conn., on the evening of March 8, reported that she fell in with a portion of the wreck of the schooner *Mary G. Dennis*, in the Race, L. I. Sound, on the morning of that day. The cutter remained in its vicinity for several hours, and made many ineffectual attemps to tow it into shoal water, but the wind blowing fresh and a heavy sea running, the lines she got fast to it parted, and she was compelled to abandon it. Masters of vessels passing between the Race and Block Island are cautioned to be on the lookout, as it is very dangerous to navigation, and cannot be seen until close to. The wreck consists of the forward part of the hull, with foremast and bowsprit attached, and partly submerged.

The *Grant*, Capt. Treadway, arrived last Monday morning at the anchorage off Stapleton, after a cruise along the Jersey coast as far as Great Egg Harbor, in search of disabled or stranded vessels. She sailed again the same evening on a similar cruise along the coast of Long Island as far as Block Island. This steamer has done an unusual amount of service during the past Winter in cruising along the coast.

On the 28th ult., the *Mosswood* pulled from off the ledges, on Nash's Island, Me., the brig *James E. Shafer*, and towed her to Jonesport during a N. W. gale, where she (the wreck) was run up on the flats, thus saving a valuable vessel and part of her cargo. The *Shafer* is owned by D. E. Sawyer and others of Jonesport. The little *Mosswood* is doing good work, and some spunk is required to go "down into the deep" in a tug boat.

DISASTERS.

A dispatch from Singapore, dated March 12, states that the steamship *Sun Foo* (Br), belonging to the Australian Steam Navigation Company, was stranded thirty miles from Hong Kong, and will become a total wreck. The *S. F.* registered 918 tons, and was built in Glasgow in 1871.

Advices dated London, March 6, 1874, inform us that the steamship *Sedna*, from Newcastle for Port Said, encountered a severe storm at sea and was lost. Thirty of the people on board were drowned.

Reports continue to come to hand of wrecks, accompanied with loss of life and disasters to vessels, caused by the heavy gales which lately swept over the Atlantic. The steamship *Atrato*, which cleared at London on February 6, for Otago, New Zealand, with 600 passengers, passed Plymouth on the 6th, returning. She had nearly reached the Cape of Good Hope before she put back.

A telegram dated London, March 9, has the following: The British steamship *Andes*, Capt. Glover, from Cardiff, Feb. 15, for New York, has been spoken at sea disabled.

Special Order.

NAVY DEPARTMENT, WASHINGTON, March 9, '74.

The President of the United States announces the death of ex-President Millard Fillmore in the following order:

EXECUTIVE MANSION,
WASHINGTON, March 9, 1874.

It is with deep regret that the President announces to the people of the United States the death of Millard Fillmore, one of his honored predecessors, who died at Buffalo, New York, last evening.

The long-continued and useful public service and eminent purity of character of the deceased ex-President will be remembered beyond the days of mourning in which a nation will be thrown by the event which is thus announced,

As a mark of respect to his memory, it is ordered that the Executive Mansion and the several Departments at Washington be draped in mourning until the close of the day on which the funeral shall take place, and that all business be suspended on the day of the funeral.

It is further ordered that the War and Navy Departments cause suitable military and naval honors to be paid on the occasion to the memory of the eminent citizen whose life is now closed.

By the President: U. S. GRANT.
HAMILTON FISH, Secretary of State.

In pursuance of the foregoing order, it is hereby directed that the ensign at each naval station, and of each vessel of the United States Navy in commission, be hoisted at half-mast from sunrise to sunset, and that a gun be fired at intervals of every half hour, from sunrise to sunset, at each naval station, and on board of flag-ships, and of vessels acting singly, on Thursday, the 12th instant, the day of the funeral, where this order may be received in time, otherwise on the day after its receipt.

The officers of the navy and marine corps will wear the usual badge of mourning attached to the sword-hilt and on the left arm for the period of thirty days.

GEO. M. ROBESON, Secretary of the Navy.

Naval Legislation.

[NOT OF GENERAL NATURE.—NO. 15.]

AN ACT to change the title of certain naval officers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act, the title of first assistant engineer shall be changed to passed assistant engineer, and that the title of second assistant engineer shall be changed to assistant engineer; provided, that the regulations of the Navy Department in relation to the examinations and amount of sea service previous to each examination, be complied with.

SEC. 2. That from and after the thirtieth day of June, eighteen hundred and seventy-four, the course of instruction at the Naval Academy for cadet engineers shall be four years, instead of two, as now provided by law; and this provision shall first apply to the class of cadet engineers entering the Academy in the year eighteen hundred and seventy-four, and to all subsequent classes; and that all acts or parts of acts inconsistent herewith be and are hereby repealed.

Approved February 21, 1874.

SHIP-BUILDING.

Registration of U. S. Merchant Vessels.

Official List of U. S. Merchant Vessels, to which were awarded official numbers during the week ended March 7, 1874, in accordance with the provisions of the Act of Congress approved July 28, 1866. Reported from the Bureau of Statistics Treasury Department:

Official No.	Sig'l Letters.	Rig	Name of Vessel.	Tonnage.	Home Port.
105335	...	st p	Arlington	51 33	Alexand'a
125211	JNWB	st p	City of Guatemala	1505 41	New York
125212	JNWF	st b	Calvert	637 37	Norfolk
125213	JNWD	ship	Champlain	1472.94	Boston
8977	....	sc	Elizabeth	53.77	Alexand'a
8978	...	st s	Edward Annan	46.45	New York
120119	...	sc	Five Sisters	33 69	Alexand'a
85303	....	sc	Greyhound	16.03	Alexand'a
95254	...	si	H. D. Star	6.94	Indianola
100103	...	si	Ida May	8 44	Seaford
100104	....	sc	Ida Jackson	20.63	Alexand'a
100105	....	sc	Ivanhoe	5.24	Alexand'a
100106	JNWC	bg	J. W. Parker	384.14	Belfast
75589	JNVS	sc	John A. Curtis	155 33	Laurel
75590	....	sc	John O'Neil	616.36	Cleveland
14299	....	sc	Kate R. Waters	38.96	Quoncook
14300	....	sc	Katy Edwards	18 02	Wilm'n
90577	....	sc	Minnehaha	97.61	Phila.
90578	...	sc	Mary Eliza	12.02	Norfolk
90579	JNVT	sc	Melvin	111.00	Newberne
90580	JNVW	sc	Mary H. Hand	318.38	Gt. Egg H.
90581	....	sc	Matilda	16.66	Charlest'n
52896	....	c bt	New Delight	113.08	New York
19396	....	sc	Olive Branch	8.01	Quoncock
19397	....	si	Only Son	8 22	Gt Egg H.
115225	....	si	Sam'l E. Egerton	11.08	Quoncock
21977	...	sc	Three Brothers	24.19	Alexand'a
62734	....	c bt	Winona	128.51	New York

Total vessels numbered..... 28

EDWARD YOUNG, Chief of Bureau.

Launched.

At Tuckahoe, N. J., March 7, from the yard of J. C. Lee, a fine new three-masted schooner. Her dimensions are: Length of keel, 118 ft.; breadth of beam, 32 ft.; depth of lower hold, 11 ft. Her frame is of the best Delaware white oak, as well as the plank, and she is constructed in the most substantial manner, being galvanized fastened throughout, and classed strictly A1.

Maine Ship-Yards.

Capt. N. L. Thompson, of Kennebunkport, has the keel laid for a ship of 2,450 tons, to be launched in June. This is claimed to be the largest ship ever built in Eastern waters, and will be named *Ocean King*. She is to be of white oak and hard pine, and will have three decks. Her length on deck will be 250 ft.; 39 ft. hold, and 43½ ft. beam.

Rhode Island Ship-Yards.

John B. Herreshoff, of Bristol, is building, at his yard, a steam yacht, 78 ft. in length and 25½ ft. beam, for the Quinepeke Oil and Guano Co., of New Haven, Conn., to be completed about the 1st of June.

Connecticut Ship-Yards.

Mr. Henry W. Painter, of New Haven, has contracted with Albert Thomas & Son, of West Haven, to build a fine three-masted schooner of the following dimensions: keel, 132 feet; lower hold, 10 ft.; between decks, 5½ ft.; to cost about $35,000. She is to be used in the general coasting trade.

New Jersey Ship-Yards.

James Lee, of Tuckahoe, has just launched the three-masted schooner *Mary H. Hand*, 500 tons register, built for Capt. Somers Hand, Charles Lawreuce and others.

Philadelphia Ship Yards.

Cramp & Sons, during 1873, constructed six iron steamships, with an aggregate of 10,000 tons, four being for the American Steamship Line, one for the Reading Railroad, and one for Clyde & Co. They have five steamers on the stocks.

At the yard of the same firm there are now six vessels on the stocks, all of the same model, and all for the Reading Railroad Co. They are of the following dimensions: Length, 250 ft.; beam, 37.6 ft.; depth, 20 ft., with a capacity of 1,500 tons each. They are named as follows:

Reading... .....To go to sea at once.
Harrisburg ..... Launched February 15.
Lancaster.....To be launched March 16.
Williamsport .....To be launched April 16.
Allentown..... ....To be launched May 16.
Pottsville ....To be launched June 16.

Massachusetts Ship-Yards.

The Newburyport ship-builders have eleven vessels under contract, 8 of which are on the stocks in various stages. This is just the number built last year, and the prospect is that twice as many will be turned off the present year.

Geo. W. Jackman, jr., of Newburyport, has just completed a contract to build at his yard in that place, a large ship, for Messrs. Sumner, Swasey & Currier, of Newburgh, M. D. F. Steere, of Amesbury, Mass., and Henry M. Spring, of Newburyport, who will command her. He will probably commence work on her on Monday next. Then there will be four ships actually in building on the Merrimac, with other contracts, already made, to commence upon as soon as those now on the stocks shall be launched.

Ship-Building on the Merrimac.

Atkinson & Filmore have nearly completed a ship of 1,200 tons for Messrs. Gilmore & Kingsbury, of Boston, and others, to be launched early next month. They have also a contract for another ship of 1,000 tons for the same parties, the frames of which are now being got out, to be launched next Fall.

John Currier, jr., has one ship of 1,600 tons for Messrs. Thayer & Lincoln, of Boston, and others, to be launched next month. They have also a frame nearly out for another ship of 1,600 tons on the builders account, to be launched in August or September.

Mr. Sylvanus Hardy has a schooner of about 150 tons for William H. Quluer, of Beverly, to be launched the present month.

Colby & Lunt have a schooner of 125 tons for Messrs. Nickerson & Small, of South Harwich, to be launched about the first of next month, also another schooner of about 85 tons, for Capt. Levi Eldridge, of South Chatham, to be launched about June 1st.

George E. Currier has a three-masted schooner of 500 tons for Capt. Edwin Baxter, of Dennis, and others, to be launched about the last of next month; also another three-masted schooner of 650 tons, for Capt. E. K. Crowell, of Dennis, and others, to be launched the latter part of June.

Eben Manson of, Newburyport, is now getting out the moulds for a schooner of 300 tons, to be built at Haverhill, for Mr. John Kimball, and others, of that city. She is to be launched about September.

The steamer *City of Dublin* which arrived at Boston on the 9th, from Liverpool, encountered fearful gales on the passage. She was hove to 4 days, and lost four boats and several sails.

THE

NAUTICAL GAZETTE.

B. S. OSBON, - - - - Editor and Proprietor.
W. GANNON, - - - - - - - - Publisher.

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Address all communications plainly to

B. S. OSBON, Editor and Proprietor,
P. O. Box 4778. New York City.

NEW YORK, SATURDAY, MARCH 14, 1874.

AMUSEMENTS.

For the week ending March 21, 1874.

UNION SQUARE THEATER.—Union Square, 14th Street. "Led Astray." Begins at 8, over at 11. This establishment does not advertise in the New York *Herald*.

GRAND OPERA HOUSE.—Eighth Avenue and 23d Street. Miscellaneous Performance. Begins at 7.45.

DALY'S FIFTH AVENUE THEATER.—Twenty-Eighth Street near Fifth Avenue. "Charity." Begins at 7.45.

WALLACK'S.—Broadway, corner of 13th Street. "The Heir at Law." Begins at 8.

OLYMPIC THEATER.—624 Broadway. "Vaudeville and Novelty Entertainment." Begins at 8.

NIBLO'S GARDEN.—Broadway, near Prince Street. "Leatherstocking." Begins at 7.45.

WOOD'S MUSEUM.—Thirty-Fourth St. and Broadway. Afternoon at 2; evening at 8.

BOOTH'S THEATER.—Sixth Avenue and 23d Street. "Chesney Wold." Begins at 8.

Hereafter, advertisements which have been ordered for a three, six or twelve months' term, at those rates per line, will be charged at transient rates if withdrawn before the term agreed upon expires. This rule will be inflexibly enforced, unless there are circumstances connected with the withdrawal which will justify settling the account at the specified rates.

The foreign steamers engaged in passenger traffic between this port and Europe are about to be brought under our law regarding the inspection of steam vessels. They claim that their inspection is sufficient, and that ours is useless, burdensome, and we "can't do it, you know." We ask if it is not time that some check was put upon their greed, recklessness and foolhardiness. Vessels are sent to sea crowded with passengers, and deeply laden with valuable freight, which are utterly unseaworthy. Some have broken screws, some have compartments half filled with water, others leaking, some which have lost their own boats, borrow those of another steamer of the same line, thus crippling two vessels in their life-saving appliances. Some short of coal, others short of men, some with notoriously drunken officers, and so on, until we could fill a column with charges against them. They trust to *luck*—blind luck and westerly winds, to get their vessels over. These men would not dare attempt to send a vessel from home in such a condition. This state of things must be changed, and will be ere long. The *Atlantic* and *Ville du Havre* disasters will not soon be forgotten. The "missing steamers" of a line who load their vessels so deeply that their decks are nearly "awash" before they leave the dock, must be reduced, and the agents must be compelled to put their vessels in more secure trim, or else haul down their emblem and motto, and hoist one bearing this legend—"Not secure amidst peril." When the Spring travel opens, we intend to give a list of lucky and unlucky ships of all the foreign lines, and thus leave the traveler to judge by what particular ship he will venture out upon the ocean.

There are some folks yet left on this continent who entertain a hope that our Registry Laws will be repealed, and that some of the badly modeled and worsely constructed foreign steamers—British, especially—will be admitted under our flag, to share the credit of carrying the Stars and Stripes, while their *foreign* owners will pocket *all* the profits. Our legislators will not attempt to talk this vain hope into life, and our people will not tolerate its discussion. England wants everything that smells of salt water, and she does not care how she obtains it.

The State Line steamer *State of Virginia* arrived here a few days since, having lost her iron foremast in a gale of wind. The ship news reporters failed to report the crippled condition of the vessel, and no notice was taken of the matter. After she was alongside the dock, the mizzenmast was unshipped, and stepped forward, into the hollow stump of the iron foremast, the rigging set up, and the space between the wooden mizzenmast and the rough edges of the iron stump, some six or eight inches, covered with a temporary canvas mast-coat, and on Wednesday she went to sea with this botch of a jury rig. The cost of a new (wooden) foremast would have been probably $350 to $400. Should the *State of Virginia* require to be "hove to," she has no after-sail to keep her up to the wind. If she has to "scud," she has not the proper kind of head sail to keep her clear of the sea; and if she breaks down in her engine department, she could not make three knots an hour with the sail she has, and it would be utterly impossible for her to work off a lee shore. This vessel took out a number of passengers and a heavy cargo.

Had she come into a European port in the condition she was when she arrived at New York, she could not have left it until she was put in a seaworthy state. The chances are she may cross the Atlantic in safety, but if she does, it will be a wonder. What shall we say if she should never be heard from again, or should go ashore when near her journey's end! We wait.

We are in receipt of the Seventh Annual Report of the Managers of the Boston Port and Seamen's Aid Society for 1874, in which we find the following testimony from a well-known shipmaster: "The new law, known as the Shipping Act, was looked upon as a power to help seamen in their temporal interests; all who were interested in maritime affairs, or in sailors personally, were in hopes it was going to accomplish great good for the seamen. From my experience with its workings, I fail to see in one instance where it has benefited seamen in any way, directly or indirectly. I think the old rule is far more preferable for all parties concerned—owners, captains and seamen." The writer of the above is a God-fearing man, a true Christian, and a kind-hearted man to his officers and crew. The Superintendent of the Mariners' House, Boston, which is owned by the Boston Port Society, writes us: "I like the ring of your article, Feb. 21, especially on the Shipping Act. In regard to sailors, I think the great curse is the runner system. Men come to our ports with the intention to do different and be sober, but they are met by these *hounds* with a bottle of rum, and then away goes all good purposes. Send praying men to meet them, instead of human devils, and then I think the desired reform may at last commence." Does the American Seamen's Friend Society send praying men to meet the sailor when he comes into port? We guess not.

We commence the publication, this week, of the entire list of all officers, seamen, landsmen, marines, supernumeraries, and, in fact, the name of every man who is entitled to receive prize money for the capture of New Orleans. We have spent much time, and been to some expense in procuring these lists at the Navy Department, and would have published them all at one time, but the space occupied would have encroached too largely upon our limited room. We shall continue the publication of the lists next week, which, when complete, will give the name of every man who has a right to share in the prize money so long looked for, and which, we trust, will ere long be paid.

The U. S. Shipping Commissioner has made a raid on the coastwise steam lines, to whom he had granted commissions, deputizing some of their employees to ship and discharge their crews without charge. He now recalls the commissions, but don't return the $5 fee he charged, and undertakes to do the work himself. We are glad to say some of the lines have already ignored the Commissioner and law altogether, and ship and discharge their crews without paying any heed to him. If the Commissioner expects to get along happily, he has not taken the proper steps to do so.

The ship-carpenters and caulkers of Buffalo are on a strike since Wednesday, March 11, for $3.50 on old work, and $3.25 on new.

A resolution to that effect has reached us, signed by James Hanrahan, Corresponding Secretary of the Ship-Carpenters' and Caulkers' Union, 465 Seneca St., Buffalo.

OBITUARY.

Capt. Louis T. Bradburn, late commander of the American steamship *Pennsylvania*, who was swept overboard from the bridge of his ship at midnight of the 27th of February, during the fearful hurricane which recently traversed the Western Ocean, was about 42 years of age. He had been bred to the seafaring life and knew no other. He had passed many years in the Liverpool trade, and during a period of six years had acted as chief officer under Capt. George Sumner. In that capacity he joined the *Pennsylvania*, at the outset of the American Line, and when Capt. Sumner took command of the *Indiana*, Bradburn was placed in command of the *Pennsylvania*, in which he had made several round voyages, his last outward run to Liverpool having been a remarkably rapid one. We numbered L. T. Bradburn among our intimate friends, and, with many others, mourn his loss. He was a splendid specimen of the sailor man, thoroughly competent in every department of his profession. He had a warm and generous heart, was a stranger to fear, and possessed wonderful powers of endurance, as is evidenced by the fact that he had been on deck during two days and nights, without sleep, when he met his tragic fate. Capt. Bradburn's urbanity made him many friends among his passengers, while his seamanlike bearing and conduct inspired great confidence.

Just before leaving Liverpool he wrote to a friend in Baltimore that he was tired of a seafaring life; that the North Atlantic trade was wearing him out, and that he intended to retire from the sea.

He died at the post of duty, like our late friend, Capt. Cole, his requiem the hoarse roar of the hurricane, as the remorseless sea claimed him for her own. Capt. Bradburn leaves a widow who is residing in England.

Francis Rotill Smith, whose name is so well known as the first successful engineer in applying the screw propeller to the purposes of navigation, died in London recently. Mr. Smith, when quite young, showed great skill in the construction of boats, and visited Dover and Folkstone in a small craft of his own construction, to which he had applied the screw as the motive power, in 1837, and his invention was brought under the notice of the lords of the admiralty the year following. The *Archimedes*, the first vessel of the kind fitted with a screw, was built after the model he suggested, and at the expiration of his patent, in 1856, no less than 327 ships and vessels of all classes were fitted with the screw in the Royal Navy, and an equal number of vessels in the British merchant service. The French Government also made use of Mr. Smith's invention. In 1855 he received a pension from the Government, on the civil list, of £200, and soon afterwards the leading engineers of England subscribed £2,000, and presented it to him to mark their sense of his merits as an inventor. It is calculated that Mr. Smith's invention had in 1856 saved the Royal Navy alone engines to the extent of 100,000 H.P., the cost of which would be ever £6,000,000. He was sixty-six years of age at his death.

LITERARY.

"The America's Cup," a nautical poem, descriptive of the five International races between the yacht *Livonia*, representing twelve yacht clubs of the Royal yacht squadron of England, and the yachts *Columbia* and *Sappho*, of the New York Yacht Club, for the possession of the challenge cup won by the yacht *America* in 1851, written by Hamilton Morton, late Secretary of the Club, and dedicated to the New York Yacht Club, is before us. The work has been produced in a most elegant manner by the publishers, G. P. Putnam's Sons, Fourth Avenue and Twenty-third Street, N. Y.

Mr. Morton has portrayed the memorable incidents of these races in very creditable rhyme. No yachtman's library will be complete without a copy of this work. It is illustrated with photographs of the celebrated yachts, as well as the race courses. The price of the volume to $3.50.

SCHEM'S STATISTICS OF THE WORLD.—G. J. Moulton, 103 Fulton Street, New York, Publisher. This work is issued semi-annually, and, in a convenient form presents an immense amount of information respecting all countries. It is very valuable as a work of reference, and forms an indispensable supplement to all historical and geographical works, and especially to cyclopedias, and should be in the hands of every one who takes an interest in the progress of the world. The tables are issued in oblong atlas form, bound in neat boards, for handy reference. Price 50 cents.

Admiral Case, in his recent visit to Havana, on board the *Wabash*, interchanged courtesies with the authorities, who vied with each other to promote the pleasure of the visitors. The event of the day was the visit of the Captain General to the *Wabash*. It is a very unusual occurrence for a Captain General to visit a foreign war vessel. Captain General Dulce visited the iron-clad *Monadnock*, in 1865, not as Captain General, but as Marquis of Castle Florit. Serrano visited a French war vessel at the time of the triple Mexican alliance. No other instances of this nature are remembered.

The following vessels of His Imperial Chinese Majesty's Navy are at present in Canton waters. They are all of the gun-boat class, with varying armaments: *Chen-jui*, Capt. Poynter; *Chen-to*, Capt. Robinson; *Ching-Sing*, Capt. E. Choy; *Demerara*, Custom House officers' headquarters; *Fee-loong*, Capt. Wright; *Fei-hó*, Capt. Clayson; *Feiwan*, Captain Graves; *Ling-feng*, Capt. Cocker; *Man-nien-tsing*, Capt. Sum-shun-fet; *Ngan-tun*, Capt. Stewart; *Sui-Tsing*, Capt. Stewart; *Sun-Chee*, Capt. Clark; *Tu-an-lan*, Capt. Le Buch; *Tien-Po*. The imperial bark *Kien-Wei*, Capt. Tracy, was at the arsenal at Foochow on the 12th of December.

The *Faraday*, a steamship of 5,000 tons burden, built for the special purpose of laying telegraph cables in the Atlantic, was launched at Newcastle, England, last week.

OUR SAILORS.

No. IV.

ANOTHER APPEAL FOR THE SAILOR—WHAT SHIP-OWNERS OUGHT TO DO—WHAT THE LADIES CAN AND SHOULD DO.

In order to bring the standard of seamen up to that point where they shall be a credit to themselves and their employers, and make them respected among men, we must pursue a different course than we have ever attempted. Our shore educational system shows that the influence of *emulation* among scholars is all-powerful, and we notice that leading teachers are striving more and more to infuse this spirit into their pupils. Sailors must be encouraged in various ways. They must be taught that the public are mindful of their temporal as well as their spiritual advancement. Our ship-owners must take the lead in this movement, for, believe us, the sailor has learned long since to put little or no faith in the—to him—cant of the class of Christians with whom he has come in contact. The plan adopted by Messrs. Balfour, Williamson & Co., of Liverpool, who are large ship-owners, seems to us to be one deserving of attention. They say:

"TO OUR SEAMEN.—In order to encourage seamen in our employ to good conduct, we grant the following rewards; 1st. The seaman who shall, at the end of a voyage, obtain a certificate, signed by the captain, of 'Very good conduct,' shall receive 2s 6d per month, for the whole voyage, above the rate of wages agreed upon when they joined the ship. 2d. Seamen continuing in our service shall be entitled to the good conduct reward above named, and shall receive an additional 2s 6d per month (together 5s per month) at the end of each voyage, with 'Very good conduct' certificate. Ship's articles will always be filled up according to the current rates of the port. 3d. It is our intention to advance all officers and seamen according to merit, as opportunities offer in the employ. Note: A library being provided for the benefit of the crew, it is hoped advantage will be taken of the privilege. Seamen having no home at the port of discharge are strongly advised to reside in the Sailors' Home."

This is certainly a plain, practical plan, and one which will result in the highest good to the sailor and to the owner. The cost is but trifling; the results obtained we will guarantee will be a thousand fold in excess of the outlay. The "Sailor's Home" spoken of by this eminent firm is not like the New York establishment bearing that high sounding title. The Liverpool Home is worthy of its name.

We have among our ship-owners many sincere and devout Christians, men who actually grieve because the sailor is not a *better* man, in the true sense of the word; but, who, like the majority of ship-owners, have grown careless as to his welfare, or who, having contributed money to some institution with a high Christian title, established ostensibly in the interest of the sailor, and for his *sole* benefit, thinks he has done all he can for his sailors. This is wrong; it is the duty of the ship-owner in some measure to look after the interests of the sailor; it is also his interest to do so, and if he has not learned that fact, we can assure him that practical experience long since taught us that the owner who did put himself out a little to provide for the comfort of his officers and men, was always amply repaid for it, even though he might not be able to see the actual money return for his outlay. Kindness will tell, attention pays, and the rule which works so well on shore will work just as well at sea.

Then we have another class of loud-praying—devout—in the presence of men—Christians, who tell us what *they* have done and are doing for the sailor, yet these men send their ships to sea badly provisioned, cruelly officered, and instead of the Heaven at sea—we judge by their speeches on board their ships—they are verily hells afloat. Of course the sailor of to-day fares better than he did twenty years ago, but that is not this class of owners' fault. He can't buy the Erie Canal horse beef he could in years long since past. Better bread is sent out and voyages are shorter, so that in the long run the sailor fares better than in "ye olden time." He has better accommodations, for, instead of being crowded into a dark, dank forecastle, below the main deck, be, as a general thing now, is stowed in a comfortable house on deck. Why? Because the owner wants the old forecastle space for cargo, and he will not build a shanty on deck, so it is not the fault of the owner that the sailor has at last a decent place on deck where the pure air and light of heaven can enter, and his condition, health and surroundings be proportionably improved.

We think that if owners were permitted to attend to the shipping and discharging of their crews, especially now that they have had a taste of the U. S. Shipping Law, it would be accomplished more satisfactorily to both parties than it ever has been. Good honest owners would select good honest shipping masters, and it is probable that the sailor might be improved, if both the owner and agent would do their honest duty. The courts could readily attend to the "hard cases," and this reminds us that until *custom* wipes out the payment of advance wages, and the *law* blots out the class of sailor boarding houses that now swarm in every seaport, nothing can be done. The laws of this State are ample enough to purge our ports of these pest houses and there are enough honest men left who can and will give the sailor good shelter for his one dollar per day. When we are in condition to do so, it is our purpose to pay a visit to all the sailor boarding houses in this city, and present to the public a picture of their true condition, and comment thereupon. We will venture to state that thousands will not credit what can and will be written of them, and yet this state of things is tolerated in violence of law and decency.

Our true Christian friends, and our respectable ship-owners, sooner or later, must band themselves together to change the whole plan of the treatment of our sailors. Sickly philanthropy must be pitched overboard, men must work with a zeal, energy and intelligence hitherto not displayed in behalf of seamen. We understand that it is possible and probable that our suggestions may be slighted, our hopes delayed, our plans assailed, but our ardor

cannot be dampened by all the cold water the "societies" can throw upon us. We shall paddle alone until we can muster a boat's crew.

Already we have had assurances that our writings are not palatable to those who for so long a time have told the public "what they have done for our seamen" but we have an inward prompting that our motives are good, and certainly our purpose is not for worldly gain, for there is not a cent in the work for us. We want no place or profit, but we do want to see the character and condition of the sailor bettered. Go among our steam lines and see how our seamen, are cared for and treated. There you will see the best of our sailors, and you will find that their owners look to their interests. They are fed well, berthed well, paid well, and see the work those men accomplish in their round of voyages. The steamship managers, as a rule, have shipped and paid off their crews and have looked after their welfare in various ways. They have not wanted the intervention of any shipping law, administered as it has been administered. But then the steam trade is the exception.

We are half inclined to wish that the ladies would take hold of the work of bettering the condition of the sailor, "for, God bless them," they have accomplished much in the history of the world towards the redemption of men, and they could not work in a nobler cause than that of our sailors.

A few determined ladies—we don't mean that the term "ladies" shall apply to that class of dried up, weazand faced canting shemales that nose into everything that they can now-a-days to get notoriety—could inaugurate a movement which in its results would do more good in a twelvemonth than the American Seaman's Friend Society has done in the forty-five years of its existence. These ladies could reach the sailor and influence him for good when no others could. They could and would soon exert an influence in our seaports that would be overwhelming, and, after all, we do not see why it is not the duty of good women to at once enlist in this work. It is true there are ladies' societies in some of our smaller ports, but we fear that lukewarmness has permeated their labors, or that they have put all their faith in the "parent society" and saddled the work (!) on it also. We appeal, then, to the ladies to come forward in this good work, hoist the banner of freedom for the sailor, freedom from the enthrallment of vice and sin, and at the same time to ennoble his character, to elevate his position among men. When shall we hear from the ladies? B. S. O.

[SPECIAL DISPATCH TO THE NAUTICAL GAZETTE.]

LEWES, Del., March 11.

The steamship *Ohio*, from Liverpool, Feb. 27th, passed in at 7 a. m. She was three hours in coming around the radius. SUSSEX.

THE NAVY.

UNITED STATES NAVY LIST.

The following is a list of the vessels of the U. S Navy now in commission and fitting out, and their present station:

ASIATIC STATION.

Name.	*Guns.*	*Station.*
Hartford, s. s.	18	At Hong Kong, Dec. 8.
Lackawanna, s. s.	10	At Nagasaki, Dec. 20.
Iroquois, s. s	6	At H. Kong, Dec. 13.
Ashuelot, p. s.	6	At Yokosaka, Dec. 23.
Monocacy, p. s.	6	At H. K'g, Dec. 13.
Saco, s. s.	3	Yokohama, Dec. 23.
Yantic, s. s.	3	At Singapore, Jan. 15.
Palos, s. s.	6	For Shanghai, and Hong Kong.
Idaho, s.	†7	At Yokahama, Dec. 23.

EUROPEAN STATION.

Wabash, s.s.	45	Key West, Mch. 11.
Congress, s.s.	16	At Key West, Mch. 11.
Shenandoah, s.s.	11	At Key West, Jan. 23.
Wachusett, s.s.	6	New Orleans, Mch. —
Alaska	12	At Key West, Mch. 11.

NORTH ATLANTIC STATION.

Worcester, s.s.	15	For Barbadoes, Feb. 10.
Juniata, s.s.	8	At Key West. Feb. 25.
Powhatan, p.s.	17	At Tybee, March 9.
Canandaguia, s.s.	10	At Key West, Jan. 21.
Wyoming, s.s.	6	At Key West, Jan. 22.
Shawmut, s.s.	3	Washington, Nov. 22.
Ossipee	8	At Tybee, Feb. 12
Pawnee, s.	†2	Key West, Nov. 20.
Saugus, i.c	2	Key West, Nov. 20.
Dispatch, s.s.	2	At Key West, Mch. 5.
Pinta, d.	2	At Key West, Mch. 5.

SOUTH ATLANTIC STATION

Lancaster, s.s.	22	At K. W. Feb. 9 for S.A. Sta'n
Ticonderoga, s.s.	11	At Key West, Jan. 23.
Wasp, p.s	1	In Brazil waters, surv'g, Dec. 30

PACIFIC STATION.

Richmond, s.s.	14	At Mare Island, Feb. 10.
Pensacola, s.s.	22	S'ld for Talcahuano, Jan. 8.
Benicia, s.s.	12	For Honolulu, Jan. 5.
Saranac, p.s.	11	Cruising on Mexican Coast.
Omaha, s.s.	12	To sail for Callao, Jan. 26.
Tuscarora, s.s.	6	At Honolulu, Feb. 15.
Narragansett, s.s.	5	At Mazatlan, Feb. 8.
Onward, s.	3	Store ship, Callao, Peru.
Monongahela, s.s.	11	At Rio, Jan. 26.
Kearsarge, s.s.	6	For Asiatic Station.

SPECIAL SERVICE.

Kansas, s.s.	3	At Key West, Jan. 20.
Portsmouth, s.	51	At Honolulu, Feb. 15.
Guard, s.	4	At Gibraltar, Mch. 1, for N.Y.
Supply, s.	†6	Fitting for Key West.
Michigan, p.s.	†8	On the Lakes.
Frolic, p.s.	†8	At New London, Mch. 7.
Tallaponsa, p.s.	—	Special Navy Yard duty.
Santee, s.	49	Gunnery ship, Annapolis.
Dale, s.	8	Practice ship, Annapolis
Saratoga, s.	8	Naval Academy.
Plymouth	10	Portsmouth, N. H.
Brooklyn	20	At Key West, Mch. 10.
Ajax, i.c.	2	At Tybee, Feb. 12.
Manhattan, i.c.	2	At Key West, Dec. 24.
Mahopac, i.c.	2	At Key West, Dec. 24.
Franklin, s.s.	39	At Key West, Jan. 2.
Brooklyn, s.s.	20	At Key West, Feb. 10.
Minnesota, s.s.	45	At New London.
Colorado, s.s.	45	Ordered to Cuba.
Tennessee, s. s.	23	At New York, out of com.
Alarm, tor. boat.	—	At New York.
Florida, s.	23	At New London.
Roanoke, i.c.	6	New York Harbor defence.
Dictator, i.c.	2	At Key West, Feb. 19.
Terror, i.c.	4	At Philadelphia, Dec. 31.
Canonicus, i.c.	2	At Tybee, Mch. 9, coaling.
Lehigh, i.c.	2	At Wilmington, Del., rep.
Rescue, d.	2	En route for Key West
Fortune, d.	2	Sailed for Tortugas, Jan. 13.
Gettysburgh, p.w.	4	For Aspinwall, Feb. 27.
Mayflower, d.	2	At Key West, Mch. 10.
Shawmut, s.s.	3	At Key West, Mch. 12.
Macedonian, s.	16	At Norfolk, Dec. 13.
Constellation, s.	10	At Annapolis.
Catskill, i. c.	2	At N. Y. to repair.
Montauk, i. c.	2	At New York to repair.

RECEIVING SHIPS.

New Hampshire, s..	15	Norfolk, Va.
Ohio, s.	5	Boston, Mass.
Vermont, s.	16	Brooklyn, N. Y.
Independence, s.	22	Mare Island, Cal.
Sabine, s.	36	Portsmouth, N. H.
Savannah, s..	19	At Portsmouth, Va., Dec. 12.
Wyandotte, i.c.	2	At Chester, Pa.
Relief, s	2	At Wasbington Yard, Jan. 30.

NOTE.—s.s., screw; p.w., paddle-wheel: i.c., iron-clad; s., ship; d., dispatch boat.
† Howitzers.

Brooklyn Navy Yard.

Notwithstanding the amount of work to be done at this yard, but very few workmen are employed, on account of the rapid dwindling of the appropriation. It is feared that, in consequence of want of money, work will cease altogether during the present month.

The *Minnesota*, once thought to be destined as flagship of the European station, was dispatched to New London on the 13th, to join the *Florida*.

The *Swatara*, which is to take out the Commission appointed by Congress to make observations on the transit of Venus, is ordered to be ready by May 1.

The vessels expected at this yard from Key West during the week will be dismantled.

"Boss Gage," the genial Boniface so well known to naval officers and others whose business called them to the vicinity of this yard, died on the 17th ult. His hotel, situated in York St., named the Niagara House, after the frigate *Niagara*, which was launched on the very day he began business, was a famous resort for many years, and while he dispensed wholesome "refreshments," he made himself a host of friends. Mr. Gage was 65 years old, and left about $300,000.

Boston Navy Yard.

The following are the dimensions of the torpedo boat launched at this yard on the 5th inst.: Length, 170 ft.; breadth, 35 ft.; depth, 12.4 ft.; armor (sides), 5 ft.; ditto (deck), 1¼ ft.; draft (when launched) forward, 7.2 ft.; aft, 12.7 ft. Two pair of direct-acting compound engines. Cylinders—high pressure, 20 in. diameter, 2 ft. stroke; low pressure, 42 in. diameter, 2 ft. stroke. Boilers—cylindrical, 12 furnaces, 10 ft. diameter, 9.3 ft. long. Twin screws, Hirsch pattern, 10 ft. diameter. Estimated speed, 12 knots. She has a sharp, clear entrance, good wholesome bilge, clean run, but above water the stern is low and heavy, like the stern of an English iron clad. It is said that she will carry a battery of one eleven inch pivot gun and four howitzers. She has ample deck room for an eleven inch pivot or a hundred pound rifle.

Portsmouth Navy Yard.

The tug *Leyden* arrived at this Yard, from Boston, on the 10th, with the propeller shaft and pillow blocks for the engines of the *Marion*. The propeller which has been here for some time, will now be fitted to the shaft and placed in the vessel, after which she will be removed from the dry dock.

Boiler No. 1, for the *Plymouth*, has been subjected to a hydrostatic pressure of 50 lbs., and found to be perfectly tight. Selden's patent water purifier is to be put in the vessel, to prevent the rapid deterioration and corrosion of the boilers; it has been placed in the *Monongahela* (fitted out at this Yard), also the *Alaska* and other naval vessels, and it has operated so effectively in preserving the boilers, that the English Board of Admiralty, have decided to have three of them for use in the navy, and have sent orders to that effect, to the inventor, Mr. Wm. C. Selden, of New York.

Passed Asst. Engineer Theophilus Cook reported here for duty last week, in charge of stores.

Mr. Serranier, a naval constructor from Japan, visited the Yard on the 9th, in company with Constructor Pook of the Boston Yard.

It is rumored that Capt. Earl English is to be detached, and Capt. Oscar Badger, lately in command of the *Ticonderoga*, is to be ordered here as Executive Officer of the Yard. Capt. Badger was stationed here some three years ago as Equipment Officer.

On account of the limited amount of the appropriation, a discharge of workmen from the different departments will take place shortly.

The Key West Fleet.

The iron-clad fleet, on the 7th inst., executed several manœuvers, in echelon, line and column, and in the evening returned to their several moorings. No further evolutions have since taken place, and it is said that the drill is ended.

The *Brooklyn* and *Mayflower* returned to Key West from Pensacola, on the 10th. Commodore Rodgers was on board the *Brooklyn*.

A dispatch dated 11th inst., says that the *Wachusett* will sail on Monday next for New Orleans, and that Commodores Rodgers and Parker are passengers by her, en route for Washington.

Establishment of the Rate of Engineer's Yeoman.

The following circular from the Navy Department, bearing date Feb. 28, was received too late for publication in our last issue:

The rate of Engineer's Yeoman of the 1st, 2d and 3d classes is hereby established.

They will be appointed by the senior Engineer, but all such appointments must hear the approval of the commander of the vessel, and be subject to the conditions of paragraph 892, Navy Regulations. They will receive the same pay as the ship's yeoman of the ship to which they are attached, and will rank next after him in the class ranking next after master-at-arms. Those of the first class will be allowed to steam vessels of the 1st and 2d rate; those of the second class will be allowed to steam vessels of the 3d rate, and those of the third class will be allowed to steam vessels of the 4th rate.

The regulations applying to the discharge of ship's yeoman, relative to the accountability for stores, &c., will also apply to the discharge of Engineer's Yeoman. GEO. M. ROBESON, Sec'y of the Navy.

The *Powhatan* and *Canonicus* put into Tybee, March 9, for coal.

The *Shawmut* left Washington for Key West on the 7th.

Surveying Service.

The following, bearing date Feb. 8, will give some idea of the activity displayed by the officers of the *Narragansett*, now engaged in surveying the Gulf of California, etc. The Navy Department has handsomely recognized the services of the officers employed on board this vessel, in a complimentary letter recently received by Commander Dewey:

"The *Narragansett* has done more than any ship in the service in surveying, and has done it well. Commencing at San Diego, she has surveyed the coast, bays and inlets down to Cape San Lucas, then up the Gulf of California, north side, to the Colorado River, and down the south side to Mazatlan, Mexico. After leaving Mazatlan, she will survey the coast to Cape Carientas, where she will probably be between March 1st and 10th. She will then proceed to Acapulco for coal, and survey the islands two hundred miles off the coast, or less, up to San Diego, which will complete the work."

Following is a list of the officers of the *Narragansett:* Commander, George Dewey, commanding; Lieutenant. George C. Reiter, Executive Officer; Masters, Charles Seymour, Navigator; H. M. M. Richards, U. R. Harris, Herbert Winslow; Ensign, Francis Winslow; Midshipmen, C. J. Badger, Alfred Reynolds; Asst. Surgeon, Edward Evers; Paymaster, W. C. McGowan; First Asst. Engineer, James Butterworth; Second Asst. Engineer, W. H. Nauman; Boatswain, Thomas Savage; Gunner, W. A. Ferrier; Carpenter, P. S. Craig; Captain's Clerk, Paul Metzler; Paymaster's Clerk, D. A. Moran.

Astronomical Party.—Astronomer, Paymaster H. P. Tuttle; Draughtsman, W. F. Beardslee; Asst. Draughtsman, E. J. Young.

Capitol Notes.

WASHINGTON, March 12, 1874.

The only thing thought of to-day is mourning for the great departed. The funeral of an ex-President to-day, to be followed to-morrow by that of one of the oldest and most venerated Senators, is certainly enough to make the nation's capital put on the black of deep and sincere grief. Here, in this city, where the negro forms so large a part of the population, one sees readily enough how much the black man thought of the great champion for his freedom.

Little has been done here since the beginning of this gloom.

Rumor tells of trouble between Commodore Stanley and a member of the Senate Naval Committee, and whispers that there are doubts about his confirmation as Rear Admiral. Those below him are anxiously waiting.

Admiral Parrott is at Portsmouth, N. H., but no tidings of how serious his illness is. It is too serious a time for even navy people to be canvassing the probabilities of those above them going off active duty. It is too serious for news of any sort.

MERRIMAC.

NAVAL ORDERS.

MARCH 5.

Ordered.—Asst. Paymaster G. E. Banghman, lately detached from the *Tigress*, to duty in Bureau of Provisions and Clothing, Navy Department; Asst. Paymaster James A. Ring to duty on board the *Onward*, at Callao, Peru, relieving Paymaster D. A. Smith, who, upon his relief reporting, will return home and report arrival.

MARCH 7.

Detached.—Lieut. James A. Chesley from the *Juniata*, and ordered to the *Kansas*; Lieut. R. R. Ingersol from the *Kansas*, and ordered to the *Juniata*; Passed Asst. Surgeon G. P. Bradley, from the Naval Hospital, Washington, and ordered to the Navy Yard, Boston.

MARCH 9.

Ordered.—Master John Garvin to the *Shawmut*.

Detached.—Commander R. F. Lewis from duty as a member of the Board of Inspection, and placed on waiting orders; Lieut. H. G. O. Golby from the *Wabash*, and ordered to the *Shenandoah*; Lieut. F. J. Drake from torpedo duty, and ordered to the *Portsmouth*, at Mare Island Navy Yard.

MARCH 10.

Ordered.—Captain Thomas S. Phelps as Executive of the Navy Yard, Mare Island, on the 20th inst.

Detached.—Captain Paul Shirley from the Navy Yard, Mare Island, and ordered to proceed home and wait orders; Lieut. E. T. Hutchins from the *Wyoming*, and ordered to the *Fortune*; Lieut. D. W. Davis from the *Mayflower*, and ordered to the *Kansas*; Lieut. Charles A. Stone from the *Mahopac*, and ordered to the *Fortune*; Lieut. T. H. Stephens from the *Mayflower*, and ordered to the *Wyoming*; Midshipman C. McDonald has reported his arrival home, having been detached from the *Palos* on the 18th of December last, and has been placed on waiting orders; Mates F. H. Poole, T. M. Nelson and H. Neilson from the *Fortune*, and ordered to the *Mayflower*; Chaplain D. H. Tribon from the *Colorado*, and ordered to the *Congress*; Boatswain Charles Miller from the *Wabash* on the 21st ult., and placed on waiting orders; Gunner George P. Cushman from the *Brooklyn*, and ordered to the *Shenandoah*; Acting Gunner John Riley from the *Shenandoah*, and ordered to the *Brooklyn*.

LIST OF DEATHS

In the Navy of the United States, which have been reported to the Surgeon General for the week ending March 12, 1874:

James F. Hinckley, beneficiary, March 5, Naval Hospital, Philadelphia.

Edward Cleveland, master-at-arms, March 7, Naval Hospital, Washington City.

Thomas Campbell, beneficiary, March 6, Naval Hospital, Philadelphia.

The *Kearsarge* left the Mare Island Navy Yard on the 2d inst., for the Asiatic station, as the relief of the *Iroquois*.

Changes in the Marine Corps.

First Lieut. F. D. Webster, detached from marine barracks, Brooklyn, and to proceed to Philadelphia and report to Col. M. R. Kintzing, commander of marines, for duty; First Lieut. J. C. Morgan, granted leave of absence for 30 days from March 10, and at the expiration to report at marine barracks, Norfolk.

OCEAN STEAMERS.

Movements of Ocean Steamers.

AMERICAN S. S. CO. OF PHILADELHIA.

PHILADELPHIA AND LIVERPOOL LINE.

PETER WRIGHT & SONS, Gen. Agents, Phila.

FROM PHILADELPHIA.	FROM LIVERPOOL.
	Ohio.....Feb. 27
	Indiana .....Mch. 7
	Abbottsford.... " 11

ANCHOR LINE.

FROM NEW YORK.	FROM GLASGOW.
Castalia.....Mch. 18	California.. .....Feb. 28
California..... " 21	Italia.....Mar. 4
Italia..... " 25	Australia... ..... " 7

BALTIC LLOYD.

[Stettin-American Mail Steamship Co.] CHARLES RAMMELSBERG & Co. Office, No. 40 Broadway. Steamers sail from Pier No. 13, N. R., New York.

FROM NEW YORK.	FROM STETTIN.
E. M. Arndt... ...Apr. 18	Washington.....Apr. 2
Washington..... " 30	Humboldt..... " 16

BREMEN LINE.

FROM NEW YORK.	FROM BREMEN.
Donau.....Mch. 21	Mosel.....Feb. 28
Ohio..... " 25	America.....Mch. 7
Mosel..... " 28	Hermann..... " 11

CUNARD LINE.

CHARLES G. FRANCKLYN, Agent. Offices, No. 4 Bowling Green, and No. 111 Broadway, New York. Company's wharf, Jersey City.

FROM NEW YORK.	FROM LIVERPOOL.
Calabria.....Mch. 18	Algeria..... ....Mch. 7
Algeria... ..... " 25	Cuba.... .. .. " 21
Java.....Apr. 1	Java..... " 14

HAMBURG LINE.

FROM NEW YORK.	FROM HAMBURG.
Frisia .... .Mch. 19	Thuringia... .... Mch. 4
Thuringia..... " 26	Westphalia..... " 11
Westphalia.....Apr. 2	Pomeranaia.... " 17

INMAN LINE.

[CARRYING THE MAILS.]

JOHN G. DALE, Agent. Office, No. 15 Broadway N.Y. Company's wharf Pier No. 45, N. R.

FROM NEW YORK.	FROM LIVERPOOL.
City of Richmond Mch. 21	City of Richmond. Feb. 5
City of Paris. .... " 28	City of Paris .....Mch. 12
	City of Brussels.. " 19

LIVERPOOL & GREAT WESTERN S.S. CO.

[CARRYING THE MAILS].

WILLIAMS & GUION, Managers. Offices, No. 63 Wall Street, and 39 Broadway, New York. Company's wharf Pier No. 46, N. R.

FROM NEW YORK.	FROM LIVERPOOL.
Manhattan... ....Mch. 17	Minnesota.....Mch. 5
Minnesota..... . " 24	Nevada. .. .. " 11
Wisconsin..... " 31	

NATIONAL LINE.

F. W. J. HURST, Manager. Office, No. 69 Broadway, New York, Company's Piers, 44 or 47, North River.

FROM NEW YORK.	FROM LIVERPOOL.
Canada... ....Mch. 21	The Queen.....Mch. 4
Egypt..... " 28	Egypt..... " 11
	Greece..... " 18

STATE LINE.

FROM NEW YORK.	FROM GLASGOW.
State of Alabama. Mch. 21	State of Georgia. Mch. 13
State of Penu'a...Apr. 4	State of Virginia.. " 21
	State of Penn'a... " 28

GENERAL TRANSATLANTIC COMPANY.

FROM NEW YORK.	FROM BREST.
Pereire.....Mch. 21	Amerique.... ....Mch. 12
Amerique.... ... Apr. 4	

RED STAR LINE.

PETER WRIGHT & SONS, Gen. Agents. Office, 307 Walnut St. Phila.

FROM PHILADELPHIA.	FROM ANTWERP.
Nederland.. .....Mch. 1	Nederland..... ....Feb. —

WHITE STAR LINE.

FROM NEW YORK.	FROM LIVERPOOL.
Oceanic.....Mch. 21	Oceanic .. .. Mch. 5
Republic..... " 28	Republic..... " 12
Celtic..... .Apr. 4	Celtic..... ... " 18

Arrivals and Departures.

FRIDAY, MCH. 6.

Arrived—Graf Bismarck, 2 a. m., left Southampton, Feb. 15, noon.

SATURDAY, MCH. 7.

Arrived—City of Montreal, 9.20 a. m., left Queenstown, Feb. 20, 5.35 p. m.; Abyssinia, 10.25 a. m., left Queenstown, Feb. 22, 3.45 p. m.; Italy, left Queenstown, Feb. 20.

Arrived out—At Queenstown, Nevada, left N. Y. Feb. 24; at Plymouth, Schiller, left N. Y. Feb. 24. . .

Sailed—Adriatic, Rhein, Franklin.

SUNDAY, MCH. 8.

Arrived—Donau, 11 p. m., left Southampton, Feb. 24, 6 p. m.; Baltic, 9 p. m., Sandy Hook, left Queenstown Feb. 27, 3 p. m.

Arrived out—At Queenstown, Russia, 10 p. m. left N. Y. Feb. 26, 2.15 p. m.; At Plymouth, Holland, 6.30 p. m., left N.Y. Feb. 17, 5.15 p. m.

Sailed—Elysia, St. Laurent.

MONDAY, MCH. 9.

Arrived—Trinacria, 3 p. m., left Moville, Feb. 27, 6 p. m.

Arrived out—At Bristol, Great Western, left N. Y. Feb. 21.

Sailed—Widdington.

TUESDAY, MCH. 10.

Arrived—City of Baltimore, 4.45 p. m., left Queenstown, Feb. 27, 6.10 p. m.; Spain, 1 a. m., left Queenstown, Feb 26; Weser, 5 p. m., left Southampton Feb. 28, 6 p. m.; India, left Moville, Feb. 24, 3 p. m.

Arrived out—At Queenstown, Wisconsin, left N. Y. Feb. 17; City of Brussels, noon, left N.Y. Feb. 28, 5 p. m.

Sailed—Idaho, State of Virginia.

WEDNESDAY, MCH. 11.

Arrived—Pereire, 11 a. m., left Brest, Feb. 28, 6 p. m.; Frisia, 7 a. m., left Havre Feb. 28, 8 a. m.; Calabria, 3.44 p. m., left Queenstown March 1, 3.10 p. m.; California, 3 p. m., left Moville March 1, 3 p. m.

Arrived out—At Moville, Victoria, a. m., left N. Y. Feb. 28, 12.30 p. m.

Sailed—Abyssinia, City of Montreal, Italy, Anglia, Graf Bismarck.

THURSDAY, MCH. 12.

Arrived—Castalia, left Glasgow Feb. 25.

Arrived out—At ; Greenock, Olympia, left N. Y. Feb. 26.

American Steamship Co.

The *Pennsylvania*, which left Liverpool, Feb. 21st, under command of Capt. Louis T. Bradburn, arrived in the Delaware at 10 p. m. of the 8th inst.

She has made a very fair run, considering the weather experienced, as she was out in the hurricane which compelled so many steamers to put back to Liverpool and Queenstown with decks swept. Owing to her strong flush spar-deck she has come through with less damage than would otherwise have been the case. The volume of water shipped by the *Pennsylvania* was estimated to be equal to that which deluged the *Pereire* before the latter was fitted with that useful appendage. All the steamers of the American and Red Star Lines, between Philadelphia and Liverpool and Antwerp, have been constructed with flush spar decks. Her hull, engines and spars came through the fearful hurricane unscathed. The matter of regret in this voyage of the *Pennsylvania* is the loss of her officers and men. An obituary notice of Capt. Bradburn will be found under the proper heading. The following is an abstract of the log of the *Pennsylvania*:

February 27, lat. 48 37 N., long. 31 48 W., encountered a violent hurricane from S.W. to N.W., barometer standing 27.90, with high confused sea running. Feb. 27, midnight, shipped a tremendous sea, sweeping forward deck of everything movable, washing away forward house and a portion of the forward wheel, and carrying overboard Capt. Bradburn, Mr. Sweetland, first officer, Mr. Ross, second officer, and two seamen, all of whom were lost. Capt. C. L. Brady, an experienced officer in the North Atlantic trade, by request of the remaining officers, took command of the ship. From the Banks took a southerly course, and experienced strong S. W. winds, with thick and unsettled weather; used the after steering apparatus. Feb. 28, no lat., etc., spoke ship *Chas. A. Farwell*, bound E; March 6, lat. 40 35 N., long. 62 01 W., exchanged signals with ship *Cornelius Grinnell*, bound E. The *Pennsylvania* anchored off Brandywine light at 10 p.m. 8th inst. The hull, engines and spars of the ship are all sound.

Cunard Line.

At the termination of the late voyage of the *Abyssinia* to this port, her cabin passengers, as a mark of their esteem and appreciation for the gentlemanly and sailorlike qualities of Capt. Hains, instructed a committee, selected from their number to prepare an address to be presented to that gentleman. The committee, in accordance with these instructions, met in one of the parlors of the New York Hotel on Monday last, when Gen. Schenck, in a neat speech, discharged the duty entrusted to him and his associates.

Accompanying the address was a beautiful watch-guard, chain and locket, the latter appropriately engraved, which General Schenck gracefully put into the hands of Capt. Hains, hoping that "the cable would serve as an emblem of the ties which will always keep us together in one common friendship."

Capt. Hains, in a few well chosen words, thanked the committee for their kindness, and promised that the gift should be carefully preserved and handed down to his children as marking one of the happiest events of their father's life.

Liverpool and Great Western S. S. Co.

The *Wisconsin*, on her last trip from this port, for Liverpool, had her machinery partially disabled in mid ocean, and, consequently occupied a much longer time than usual to make the passage. She arrived at Queenstown on the evening of the 10th inst., all well.

Mallory's N. Y. and Galveston Line.

The *State of Texas*, the new steamship lately built for this line, by John Roach & Son, Chester, Pa., was to arrive at this port on Thursday last. Her dimensions are as follows: Length, 250 ft.; breadth, 36 ft.; depth, 20 ft.; and is of 1,500 tons, Custom House measurement. She can carry 3,000 bales of cotton. Her machinery consists of a compound engine, with cylinders of 54 and 30 in. in diameter, respectively, and 54 in. stroke.

National Line.

The *Spain*, of this line, which arrived at this port on the 10th inst., left Liverpool on the 25th ult., and after being three days out met with very bad weather. On the fifth day she encountered a regular hurricane, carrying her boats from the davits, and smashing one of them, No. 10, so badly as to render it entirely useless. The seas swept the decks, yet, notwithstanding, the sailors worked heroically and secured the life-boats before they could be carried off. Both funnels were badly broken and the steam-pipes carried away. The funnel of the donkey engine was also swept away, but became entangled in the railings, and so was kept from being carried overboard. The forward funnel was forced in just as if it were made of brown paper, and at one time it was feared the seas would force their way down to the furnaces and put out the fires. For four days the most fearful time was experienced. The windows of the cabins were forced in, and the carpenter of the ship and his assistants were kept busy repairing the damage. The vessel, notwithstanding the severe handling she received, is entirely uninjured, and will sail to-day, on her return trip.

Pacific Mail Steamship Co.

The managers of this line have received a dispatch from their Aspinwall agent, conveying the following information: "The *Arizona* arrived at Panama on the 2d inst. from San Francisco. The *Nevada* and *Colon* sailed on the 4th, the former from Panama, for San Francisco, and the latter for New York, via Kingston, and will be due on the morning of the 14th inst.

Red Star Line.

The contract between the agents of this line, Messrs. Peter Wright & Sons, and the Belgian Government, for carrying the mails to America, requires a ship to sail every week alternately for New York and Philadelphia. Under this arrangement the *Cybele* sailed from Antwerp for New York on the 12th. The *Switzerland*, the fourth ship of the line, will be ready for sea in a fortnight.

THIS TRUSS RETAINS RUPTURE comfortably night and day till permanently cured. Sold cheap. Sent by mail by THE ELASTIC TRUSS CO. No. 683 Broadway, N. Y. City. Circulars free.

BENT & BUSH,

273 & 275 Washington Street,

BOSTON,

MANUFACTURE THE NEATEST STYLE OF

Navy, Revenue Marine

AND

Yacht Club Caps.

The fact that over one-*half* of the

U. S. NAVY OFFICERS

are to-day wearing our Cap is, we think, sufficient proof of their popularity.

BENT & BUSH,

273 & 275 Washington Street,

BOSTON.

WM. CONARD,
(Late Chief of Paymaster's Division, Fourth Auditor's Office),
ACCOUNTANT AND CLAIM AGENT.
Naval Claims a Specialty.
Prize Money, Bounty, Back Pay, Pensions, &c.
All kinds of business promptly attended to for moderate charges. Office, 1427 F. Street.
P. O. Box 612. Washington, D. C.

INTERNATIONAL CODE SIGNAL BOOK.

The Bureau of Navigation, Navy Department, have just issued this work, complete. It is a reprint of the work so extensively in use by the maritime nations of the world.

It has been published at the low price of

$2.60 per Copy.

Fifty Cents additional when ordered by Mail.

No vessel engaged either in foreign or coasting voyages should be without this book, and the very low price at which it is sold will enable all classes of vessels to procure a copy.

To facilitate its sale, and bring it rapidly into general use, copies have been sent to the business office of THE NAUTICAL GAZETTE, as well as to the authorized agents of the Hydrographic Office, for sale.

By means of this Signal Book, and the flags, American vessels can communicate with those of the principal nations of the world, and exchange signals and send messages from prominent headlands in Europe to their principal ports.

For copies of the American edition of the International Code Signal Book,

Address
THE NAUTICAL GAZETTE,
40 Burling Slip, New York.

WM. W. BATES & CO.,

DRY DOCK & SHIP YARD,

No. 384 FIFTH AVENUE,
Between Harrison and Polk Sts.,
CHICAGO.

S. McFADDEN & Co.
No. 198 HUDSON ST.,
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MARITIME, NATIONAL and FANCY FLAG MAKERS.
Ensigns, Jacks, Pendants, Flys, Commercial Code of Signals, &c., &c., always on hand.
Hunting for sale.

ROSEVELT & GRIFFITHS,
SHIPWRIGHTS, CAULKERS and SPAR MAKERS, No. 257 South Street, near Rutgers Slip, opposite the Sectional Floating Dock East River, New York.

RIGGS BROS.,
Chart and Nautical Instrument dealers, 244 S. Front Street, below Walnut, Phil., are authorized to receive subscriptions and advertisements for THE NAUTICAL GAZETTE.

D R E D G I N G

The Subscribers solicit the attention of Engineers, Contractors and Corporations to their
NEW PATENT DREDGE PLANT,
by which Harbours, Docks, Bars, Shoals, Rivers, Channels, and Ship Canals can be deepened or cut from 1 foot to 40 feet in any soil, with great speed and economy. The Dredge Plant has already been supplied to the Clyde Trust; the Government works at Carlingford, Ireland; the North Sea Ship Canal, Holland; the Cardiff Docks; the Canadian Government; the Egyptian Government; the North Eastern Railway Company; the Harbours of Stockton, Greenock, Bristol, Barrow, Hartlepool, Dundee, Aberdeen, and elsewhere. It is particularly adapted to exposed localities, and can be delivered in any part of the world. W. SIMONS & CO.,
Engineers and Ship-builders, London Works
RENFREW

HENRY McGILVERY
SHIP-BUILDER AND CONTRACTOR,
BELFAST, ME.
Dealer in Southern Yellow Pine Lumber.
Steam Sawing and Planing Mill.

ROEBLING'S

WIRE ROPE

For best Galvanized Charcoal
WIRE RIGGING FOR VESSELS,
Address JNO. A. ROEBLING'S SONS, Manufacturers, Trenton, N. J., or 117 Liberty Street, New York.
N. B.—All descriptions of Iron, Steel and Copper Wire Rope of Best Quality constantly in stock, suitable for Elevators, Mines, Suspension Bridges, Ferries, for transmitting power, and all kinds of heavy hoisting.
Any required length cut to order.

NORTHERN R. R. OF NEW JERSEY, AND PIERMONT BRANCH.
WESTWARD BOUND TRAINS.

Leave Chambers Street Ferry, New York, for Nyack and all stations, at 8.00, 9.30 a. m., 1.30, 3.15, 5.30, 6.30 p. m.*

NYACK EXPRESS, stopping at Englewood, Tenafly, Closter, Sparkhill and intermediate stations north, at 4.45 p. m.

MAIL TRAIN to Sparkhill, stopping at all stations, except Tyler Park, Homestead, New Durham, Granton, Fair View, Walton and Carrleville, at 4.15 p. m.

WAY TRAIN to Closter at 7.45 p. m.

THEATER TRAIN, Saturdays only, at 11.30 p. m.

SUNDAY TRAINS will leave Jersey City for Nyack, stopping at all stations, at 9.15 a. m., and 8.00 p. m., arriving at Nyack at 10 45 a. m. and 9.40 p. m.

Leave Sparkhill for Sufferns and intermediate stations, at 8.20, 11.03 a. m. and 5.55 p. m.

EASTERN BOUND TRAINS

Leave Nyack for Jersey City, at 5.50, 7.05, 7.40, express, 9.00, 11.30 a. m., 4.15 and 5.38 p. m.

Leave Nyack for Sparkhill at 10.45 a. m.

Leave Sparkhill for Jersey City at 3.06 and 8.10 p.m. m.

Leave Closter for Jersey City, at 8.20 a. m.

SUNDAY TRAINS leave Nyack at 7.00 a. m. and 6.00 p. m., stopping at all stations, arriving at New York at 8.40 a. m. and 7.40 p. m.

Leave Tallmans for Sparkhill at 7.20 a. m. and 2.15 p. m. Freight and milk trains leave Sufferns at 6.30 p.

*The boats on the 23d Street Ferry leave 15 minutes earlier than those on the Chambers Street Ferry.

Commutation tickets can be procured at the office of the Northern R.R. Co., Jersey City, from 8.30 a. m. until 4.30 p. m.; on the Northern R. R. Co., Jersey City, from 8 30 a. m. until 4.30 p. m., on the first and second business days of each month, and from 9 to 11 a. m., the balance of the month.

JNO. N. ABBOTT,
Gen. Pass. Agent.

PROPOSALS.

PROPOSALS FOR CHAIN IRON.

NAVY PAY OFFICE,
WASHINGTON, D. C., February, 25, 1874.

SEALED PROPOSALS, TO BE ENDORSED "PROPOSALS," will be received at this office until 12 m., the 1st day of April, 1874, for the below described best American Chain Iron, to be delivered free of expense to the Government at the Washington Navy Yard, subject to such proof tests as shall in every way be satisfactory to the Commandant of the said Navy Yard, and at such times and in such quantities as may be called for by him. The last delivery to be prior to June 30, 1874.

BUREAU EQUIPMENT AND RECRUITING.

1,725 links Chain Iron, 1 7-16 inches diameter, 17¼ inches long, 13,700 pounds
1,685 links Chain Iron, 1 8-16 inches diameter, 18 inches long, 15,114 pounds.
2,815 links Chain Iron, 1 10-16 inches diameter, 19½ inches long, 31,600 pounds.
2,035 links Chain Iron, 1 11-16 inches diameter, 20¾ inches long, 25,702 pounds.
925 links Chain Iron, 1 12-16 inches diameter, 21 inches long, 13,000 pounds.
1,875 links Chain Iron, 1 13 16 inches diameter, 21¾ inches long, 29,300 pounds.

Bidders will be required to send fair samples of the iron they propose to furnish, marked with their names, in one bar of 6 (six) feet long, of each of the different sizes required, to the Commandant of the Washington Navy Yard. These bars will be subject to competitive tests, and will be required to stand a pulling strain of 70,000 (seventy thousand) pounds to the square inch section when turned down to the usual shape and size of testing pieces in the yard. All the iron called for to be delivered in straight lengths, free from flaws, rugged ends, and other defects, and to be equal to the samples furnished. Any iron falling below the required test will be rejected, and remain at the risk of the bidder until removed from the Navy Yard.

The award will be made to the lowest responsible bidder whose iron of the different sizes comes up to the required test.

Responsible security will be required for the prompt and faithful delivery of the iron when awarded.

Blank forms for bidders can be had at this office.

G. E. THORNTON,
Pay Inspector, U. S. Navy.

NAVY PAY OFFICE.

BOSTON, Feb. 16, 1874.

Sealed proposals will be received at this office until noon, March 16, 1874, for the delivery of fifty tons of best Russia Hemp, at the United States Navy Yard, Boston, Mass., with the privilege of taking one hundred tons.

Samples of the Hemp required will be furnished by the Commandant of the Navy Yard, and also can be seen in this office. The Hemp must be equal to these samples in every respect, and subject to the usual inspection after delivery.

All Hemp rejected must be removed from the Navy Yard at the risk and expense of the bidder, and will be at his risk until removed.

The price of the Hemp offered in the bid must include its delivery at the Navy Yard.

Two satisfactory sureties must accompany the bid, guaranteeing a faithful execution of the offer if accepted.

GEORGE PLUNKETT,
Paymaster, United States Navy.

RUSSIAN MUSTARD.

In making up your orders, take a case of Russian Mustard. It is the strongest, purest and best Mustard in the world. Pronounced far superior to any Mustard ever tasted, and we take great pleasure in recommending it to your most favorable notice. The Navy supplied by the following, as well as all other Wholesale Houses: Jessie H. Lippincott, Pittsburg, Pa.; Francis Jordan & Sons, Philadelphia; Henry Welsh, H. K. Thurber & Co., New York; C. Lewis Dunlap, Baltimore, Md.; Henry Schoellkopf & Co., Chicago, Ill.; E. V. Sutter, San Francisco, Cal. Sole agent for America:
W. HERMAN T. FRUEAUFF, Columbia, Pa.
Specimen Can sent, post paid, for 50 cents.

COFFIN & WOODWARD,
MODERN IMPROVED
Ship Machinery
MANUFACTURERS AND DEALERS,
BOSTON.

INSURANCE STATEMENTS.

Atlantic Mutual Insurance Co.

OFFICE OF THE ATLANTIC MUTUAL INSURANCE CO.,
NEW YORK, January 28, 1874.

THE TRUSTEES, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st of December, 1873:

Premiums received on Marine Risks, from 1st January, 1873, to 31st December, 1873	$6,511,114 28
Premiums on Policies not marked off 1st January, 1873	2,212,160 70
Total amount of Marine Premiums	$8,723,274 92
No Policies have been issued upon Life Risks; nor upon Fire risks disconnected with Marine Risks.	
Premiums marked off from 1st January, 1873, to 31st December, 1873	$6,290,016 73
Losses paid during the same period	$2,960,882 49
Returns of Premiums and Expenses	$1,258,319 26
The Company has the following Assets, viz:	
United States and State of New York Stock, City, Bank and other Stocks	$8,567,105 00
Loans secured by Stocks, and otherwise	2,302 000 00
Real Estate and Bonds and Mortgages	467,000 00
Interest, and sundry notes and claims due the Company, estimated at	422.894 66
Premium Notes and Bills Receivable	2,833 302 27
Cash in Banks	521.340 59
Total amounts of Assets	$15,617,642 52

SIX PER CENT. interest on the outstanding Certificates of Profits will be paid to the holders thereof, or their legal representatives, on and after TUESDAY, the Third of February next.

THE OUTSTANDING CERTIFICATES OF THE ISSUE OF 1870, WILL BE REDEEMED and paid to the holders thereof, or their legal representatives, on and after TUESDAY, the Third of February next, from which date all interest thereon will cease. The Certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A DIVIDEND OF FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1873, for which Certificates will be issued on and after TUESDAY, the Seventh of April next.

By order of the Board,
J. H. CHAPMAN, Secretary.

TRUSTEES.

J. D. Jones	William H. Webb
Charles Dennis	Sheppard Gandy
W. H. H. Moore	Gordon W. Burnham
Henry Colt	Frederick Chauncey
Lewis Curtis	Charles P. Burdett
Charles H. Russell	Francis Skiddy
Lowell Holbrook	Robt. B. Minturn
Royal Phelps	Robert L. Stuart
David Lane	William E. Bunker
James Bryce	James G. De Forest
Daniel S. Miller	Alexander V. Blake
Wm. Sturgis	Charles D. Leverich
Henry K. Bogert	Josiah O. Low
William E. Dodge	Charles H. Marshall
Joseph Gaillard, jr.	Adolph Lemoyne
C. A. Hand	George W. Lane
James Low	Adam T. Sackett
John D. Hewlett	Thomas F. Young
B. J. Howland.	Simon De Visser
Benj. Babcock.	Horace Gray

J. D. JONES, President.
CHARLES DENNIS, Vice-President.
W. H. H. MOORE, 2nd Vice-Pres't.
J. D. HEWLETT, 3rd Vice-Pres't.

PACIFIC MUTUAL INSURANCE COMPANY,
No. 119 BROADWAY, cor. CEDAR ST.

ASSETS.....$1,830,547

This Company insures against Marine and Inland Navigation Risks, on Cargo, and Freight for the voyage.
No risks taken on Hulls of Vessels.
Losses made payable in London when desired.
JOHN K. MYERS, President.
WM. LECONEY, Vice President.
THOMAS HALE, Secretary.

Fire and Marine Insurance.

UNION MUTUAL INSURANCE CO.

NO. 63 WILLIAM STREET.

ASSETS OF THE COMPANY, DEC. 31, 1873.

Cash on hand	$46,740 72
United States, City Bank and other stocks, Bonds, &c.	507,322 00
Loans on Stocks, &c.	171.110 75
Real Estate and Bonds and Mortgages	242,750 00
Dividends, Salvages, Re-insurance Claims, Interest on Loans, &c.	86.828 08
Premium Notes and Bills Receivable	154.529 37
	$1,209.280 92

The Board of Trustees have this day *Resolved*,

That SIX PER CENT. interest on the outstanding Certificates of profits will be paid to the holders thereof, or their legal representatives, on and after the 3d day of February next.

That a Dividend of THIRTY PER CENT. be declared on the net amount of premiums entitled thereto, for the year ending December 31st, 1873, for which Certificates will be issued on and after the 2d day of March next.

F. S. LATHROP, President.
FERDINAND STAGG, Vice President.
P. F. MACDONALD, Secretary.

HOLMES' STORM AND DANGER SIGNAL LIGHTS, FOR

Shipwrecks, Life-boat Service, Life-saving Stations, Life-buoy rescues, Harbor Signals, Fog Signals, Torpedo Range Illuminations, Pontoon Bridge Buildings.

Self-Igniting on water, Inextinguishable, Intensely brilliant, Burns 40 minutes, Visible at sea 10 miles.
Adopted and in use by the U. S. Navy.
Orders filled by B. S. OSBON,
40 Burling Slip, N. Y.

COAST WRECKING COMPANY.

L. J. MERRITT, General Agent,
Board of Underwriters, 49 Wall Street, N. Y.
☞ The office of the General Agent will be open at all times, day and night, to receive telegrams and reports of disasters.
Submarine Divers, Steamers, Steam pumps, and all necessary materials for saving property on hand at all times; also, Pontoons for raising the largest vessels.

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No. 23 Park Row, N. Y.
GEO. H. REYNOLDS, JOHN FISH.

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H. C. CALKIN,
COPPERSMITH, PLUMBER,
STEAM AND GAS FITTER,
Ship Furnishing, Cabin and Galley Stoves, Ventilators, Ship's Pumps, &c.
Tin, Sheet Iron and Brass Worker,
No. 436 East Tenth Street.
NEW YORK.

George Rogers,
PLUMBER, STEAM AND GAS FITTER,
No. 28 Greenwich Ave., New York.
STEAMERS, YACHTS and FERRY-BOATS fitted with Automatic Gas Machines.
STEAM FITTING promptly and carefully done.
FINE PLUMBING a Specialty.

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MALLORY & CO.,
SHIP AND CABIN STORES, CHANDLERY, AND STEAMER SUPPLIES
No. 50 SOUTH STREET,
(THREE DOORS BELOW WALL),
NEW YORK

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C. C. WILLARD,
EBBITT HOUSE.
WASHINGTON, D. C.

CANVAS FOR SAILS, TARPAULINS, AWNINGS, WAGON COVERS,
treated by the
POROUS WATER-PROOFING CO.,
of Pennsylvania.
Office and Factory, 144 and 146 North Fifth Street, Philadelphia.
Remains soft and pliable, does not stretch or mildew, is easier to handle and more durable.

FINANCIAL.

PETER WRIGHT & SONS,
307 Walnut Street, Philadelphia.
BILLS OF EXCHANGE
ON
LONDON, PARIS, ANTWERP, FRANKFORT, ZURICH,
BASLE, AMSTERDAM, ROTTERDAM, BREMEN, HAMBURG.
CABLE TRANSFERS
ON LONDON, ANTWERP, BREMEN, HAMBURG.
COMMERCIAL AND TRAVELERS' CREDITS
AVAILABLE THROUGHOUT EUROPE.

AMERICAN SHIP-MASTERS' ASSOCIATION,
No. 37 WILLIAM STREET,
NEW YORK, Sept. 12 1873.
RECORD OF AMERICAN AND FOREIGN SHIPPING.
The Sixth Annual Volume of the "Record of American and Foreign Shipping," is now ready for delivery to subscribers. The work contains surveys of sixteen thousand vessels, and an Appendix will be published Jan. 1st, 1874.
PRICE PER COPY, $10, WHICH INCLUDES MONTHLY SUPPLEMENT.
OFFICE OF BOARD OF UNDERWRITERS, NEW YORK, December 12, 1872.
The ONLY REGISTER OF VESSELS published in the United States, having the approval of this Board, and of the Marine Underwriters composing the Board, is the "Record of American and Foreign Shipping" of the Shipmasters' Association, and they recommend it as deserving the confidence of those interested in shipping.
(Signed) F. S. LATHROP, Pres't of Board.
ELLWOOD WALTER, Sec'y of Board.
The undersigned Underwriters join in the above recommendation:
JOHN D. JONES, Pres't Atlantic M. Ins. Co.
ELLWOOD WALTER, Pres't Mercantile M. Ins. Co.
ALFRED OGDEN, V. P. Orient M. Ins. Co.
F. S. LATHROP, President Union M. Ins. Co.
T. B. BLEECKER, jr., V. P. New York Ins. Co.
DANIEL DRAKE SMITH, Pres't Commercial M. Ins. Co
J. P. PAULISON, President Sun M. Ins. Co.
WM. LECONEY, V. P. Pacific M. Ins. Co.
(For the Association.)
T. W. ELLISON, Secretary.

TORRENCE'S
Patent Cork Bark Mattrass,
Arranged with straps to fasten to the body.
Contains 25 lbs. of cork. As a life-preserver has no equal. Every vessel should have them.
GEO. N. TORRENCE & CO.
1924 North Fourth Street, Philadelphia, Pa.

UNION CHAIN WORKS.
1845 RICHMOND STREET, Philadelphia.
CAIN, GORDON & CO.,
Manufacturers of Ships' Cables and Chain of every description. Tested to Admiralty proof strain. Certificates of Proof with each Chain.

Office S. W. cor. QUEEN & SWANSON Sts

SHIP SMITH. GEO. MARINOR,
No. 234 SOUTH ST., NEW YORK.

COMPOSITION PAINT.

D. B. CROCKETT'S COMPOSITION COATING.
A superior article for painting Vessels, or Buildings constructed of brick, iron or wood; and inside for all wood-work, ceilings and parlor walls where gloss is required. Its finish is equal to the finest varnish, and will not crack, peel off or blister in the different changes of temperature, or places exposed to extreme heat, cold or salt air. As a preventive of rust and decay it has no equal. It can be applied over any other Paint, and warranted to give satisfaction when directions are followed, which are on every can.
Put up in Cases of 12 gallons each, in 1-4, 1-2 and 1 gallon cans, of all colors, and ready for use.
For sale at the Depot, where Samples can be seen and references given.
THORNHILL & CO.,
Sole Agents for the United States,
☞ Observe Trade Mark on each can.
194 Front Street, N. Y.

MACHINE SHOPS.

DELAMATER IRON WORKS,
FOOT OF WEST 13TH STREET, NEW YORK,
MANUFACTURE AS SPECIALTIES:
Marine Engines of all Descriptions.
"DELAMATER" Propeller Wheels.
"RIDER" Governor Cut-off Engines.
(Horizontal, Vertical and Inclined).
"ERICSSON'S" Horizontal Caloric Engines, } Air only.
"RIDER'S" Vertical Caloric Engines, }
Portable Hoisting Engines and Holsting Machines. "REYNOLDS" Hoisting Machines, for Mining and all Heavy and Rapid Hoisting, (now used by the PORT HENRY ORE COMPANY), have no equal for Heavy Rapid Hoisting.
All kinds of Engines, Boilers & Machinery Made and Repaired also, Castings of Iron & Brass of every description at short notice.
FLOATING STEAM DERRICK.

SHIP-BUILDERS.

PENN WORKS.
NEAFIE & LEVY,
IRON SHIP
AND
MARINE ENGINE
BUILDERS.
PHILADELPHIA,
Having sets of patterns of different sizes, are prepared to execute orders with quick dispatch.
Ample Dock Room and MARINE RAILWAY offering facilities for lengthening and repairing vessels of the largest class.
Sole makers of the well-known
PHILADELPHIA PROPELLER WHEEL.

MISCELLANEOUS.

PROVIDENCE TOOL COMPANY,
PROVIDENCE, R. I.,
MANUFACTURE SHIP CHANDLERY AND SAIL MAKERS HARDWARE AND TOOLS.
GIMLET POINT DECK SCREWS FOR IRON SHIPS, BOAT-BUILDERS' SUPPLIES,
CLINCH RINGS, BOAT NAILS AND SPIKES,
ALSO, LARGE LINE HEAVY HARDWARE
MACHINE BOLTS, NUTS, WASHERS, &c., &c.
WAREROOMS,
No. 11 WARREN ST.,
NEW YORK.
SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.
H. B. NEWHALL, AGENT.

COPELAND'S WIRE ROPE.
For Suspension Bridges, Ferries, Inclined Planes, Elevators, Mining, and all kinds of Heavy Hoisting. Galvanized Charcoal Iron Rope, for Ship's Rigging. Send for a Circular.
Nos. 64 and 66 Broadway, N. Y.

SAMUEL SECOR & SON,
Engineers and Iron Founders.
Office and Works,
Foot of East 20th St..... ...New York.
Builders of Marine Engines and Boilers of every description.
Repairs promptly attended to.
Good Wharfage adjacent to the Works.
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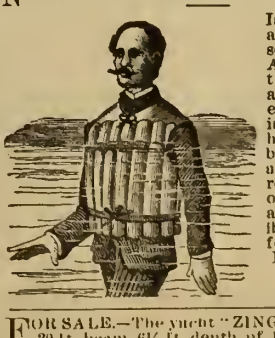
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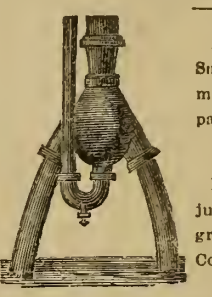
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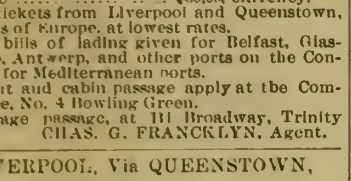

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WM. R. GARRISON, Agent, No. 5 Bowling-green.

HUNTSVILLE, Capt. CROWELL, WEDNESDAY, March 25, from Pier No. 13, North River, at 3 p. m.

R. LOUDEN, Agent, No. 93 West St.

SAN SALVADOR, Capt. Nickerson, SATURDAY, March 28, from Pier 43, North River, at 3 p. m.

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LIST OF NAMES OF ALL ENTITLED TO PRIZE MONEY.

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No. 2.

LIST OF OFFICERS, CREW AND MARINES ON BOARD THE U. S. STEAMSHIP "MISSISSIPPI," APRIL, 1862.

M Smith, Capt	Robt L Kelly, Act Master
George Dewey, Lieut	Wm Cope, Gunner
T Marston Taylor, P M	James Lewis, Bt
Roht T Maccoren, Surg.	Albert S Barton, Act M
Eldridge Lawton, Chief Eng	David F Power, P Clerk
	John Green, Carpenter
J W Thirely, Assi Surg	Frederick T King, Act M
Wm H Hunt, 1st Asst Eng	Charles T Chase, "
R. H. Bartleman, 1st Asst Eng	George Munday, "
	George Thompson, "
Sam'l R. Brooks, 3d Asst Eng	Henry W Phillips, 3d Asst Eng
Jas J Noble, 3d Asst Eng	Wm C Gibson, Capt Clerk
Fred G McKean, 3d Asst Eng	

CREW.

William Day	Benjamin Eldridge
Paul G Byson	Charles McGowan
Thomas C Church	John Fitzgerald
Thomas Eagin	James Carroll
Charles H Davis	Peter Blair
Lucas Golden	William Duppy
Adrian H Sandzholder	James Doyle
William H Nudd	Patrick Lahay
James Hendrickson	Thomas F Wiley
John Harris	Samuel Hill
John Eagan	Henry A Mott
Mich Murray	John Lull
Hugh Donley	Edward Lewis
Thomas Kirby	Robert White
William Mitchell	George B Rogers
Patrick O'Brien	James Gorman
Michael Toomey	Lorell Pratt
William Walsh	William H Jordan
Martin Cain	S E Hartford
James Downey	James Trainon
George Maloney	John C Gifford
Michael O'Brien	Benjamin Seton
Patrick Wright	John H Jones
Henry Green	William H Austin, 1st
Robert Mars	James H Duffy
James Carney	William H Austin, 2d
Hamilton Gilchrist	John Mead
Albert Randolph	William A Baker
Alexander Watson	William Gaul
George Henry	Lewis Phillips
James Whaley	Samuel L Crawford
Henry Brown	John Davis
Thomas Taylor	Charles H Donnell
Charles Williams	James Hennessey
Daniel McKenna	James Blair
Merrick Jones	Henry Pauleon
Henry W Cleveland	Barth Horigan
John Sullivan	Timothy Toomy
Charles Oldson	Richard C Parker
Jeremiah McKneu	John Hickey
Henry H Hodgkins	Harry L Silver
John White	Ira Ensign
John McDonald	Isaac T Giren
Thomas Eccles	William Anderson
Thomas E Ward	George Durgin
Thomas Jennings	Albert G Durfee
Wm H Mils	Albert Wilkie
John Reagan	George Rose
Edward H Cook	William West
Francis Steward	John Crowley
Thomas Brackett	John Kelley
James Christian	Andrew S Burton
George N Howard	George N Connar
James Sweeney	John Dunbar
John McGregor	Charlas Delme
Paul David	Michael McGrath
Jeremiah Fitzpatrick	Charles Clayton
Henry Murray	John Ward
Daniel Steword	John McCormick
Michael Crane	John Jaylor
John Christian	James A Sullivan
David Vaughan	Charles Williams, 2d
Oscar Babcock	William Green
Peter Howard	Daniel Sheeban
Anthony Freeman	Samuel A Stone
Frank Dennis	William M Blanchard
Andrew Bradshaw	Charles McDonald
John Lowrey	Charles Smith
Thomas Rose	George Taylor
Michael Galvin	James Granwood
George Stokes	E J H Butler
William Cole	George N Treadwell
James Connor	James Ashley
James McGrath	David Dryburgh
Charles H Gray	Robert Simon
Thomas Brooks	William Thompson
Richard Cole	Charles L Malone
William Conway	Jos De Nully
George Kerr	William C Thompson
A J Willinins	Frederick I Tutien
John H Mandlief	James White
William H Dennis	William Burke
James Proctor	Enos Cunningham
Adolphus Relf	Thomas Harris
P D Onderdonk	William A Burke
Patrick Lenehan	George D Murray
John L Clark	Thomas Foster
John Flond	Hansard N Bussie
Stephen Fowler	George W Branch
George Saunders	William Stewart
John Evans	Jos Antonio
Samuel Brown	Henry W Loring
Mack Perry	James G Green
William F Mitchell	Jas Mordettl
Marcus Castello	Edward L Howard
Richard W Oliver	George Kebe
Daniel Williams	P T Ashley
Daniel Toomey	Jacob F Ashley
Eph K Jones	Charles H Hanson
John A Johnson	Milton White
John O'Connor	James Murphy
John Frowley	Edward Lawless
Andrews Mathews	Luther H Topping
Robert Willing	Clark G Wright
Elijah Drew	John Mullen
Richard Rowley	James C Hodgkins
Frederick Reed	George Carnley
Andrew Byrue	Thomas Canley
John Isbister	Charles Pierce
Richard M. Finn	Francis Garland

MARINES.

Philip H W Fontane, Capt	Martin Kopler,
Beriah L Stevens	John McGinnis
Pinkaton R Vaugn	Samuel Mullen
George Sanderson	Edwin Reed
William Taylor	Felix O'Neil
Frederick McOwen	Thomas Rowland
Thomas Johnson	James Leeds
James Bray	William Woods
James F Case	John Feely
John Carey	Peter Finnegan
Patrick Dougherty	Samuel Scott
James Harragan	Michael Tierney
Peter Doyle	Andrew Lovejoy
John Fayer	Patrick Flaherty
Daniel Gilmer	Francis J Worth
W P Gunter	Patrick Barmon
William Jennings	James McMulligan
Edward Kiernan	William Talbolnt
John Raiden	Richard C Carman
John Kelley	James Whitcomb
William Savage	Mathew Day
David W. Kelly	Charles Murray

SUPERNUMERARIES.

Christopher Brannan	Timothy Norton
John E Loring	Dennis Twiggs
James H Morgan	Michael Mahoney
Thomas Jackson	John McCarthy
Thomas W Moore	Timothy Lisk

LIST OF THE OFFICERS, CREW AND MARINES ON BOARD THE U. S. S. "PENSACOLA," APRIL 24, 1862.

Henry W Morris, Capt	J L Vanclair, 3d Asst Eng
F A Roe, Lieut	J T Mercer, 3d Asst Eng
James Stillwell, Lieut	J T Hawkins, 3d Asst Eng
J Winthrop Taylor, Surg	Geo W Magee, 3d Asst Eng
George L Davis, Paym'r	Jno C Huntly, 3d Asst Eng
C E McKay, A Mast	Nelson Goodrich, Boats'n
W B Dick, Asst Surg	Charles Lawrence, Sailm'r
John C Harris 2d Lt M	Joseph E Cox, Carpenter
S D Hibbert, Chief Eng	D A Roe, Gunner
E C Weeks, Act M	George A Storm, Act M M
G C Shultz, Act M	Joseph Kent, Act M M
S L P Ayres, 2d Asst Eng	Chas Gainsford, Act M M
C H Ball, 2d Asst Eng	Geo C Richardson, Paym'r Clerk
T G Smith, 3d Asst Eng	

PETTY OFFICERS.

F W Mintzer	Henry Mills
Joseph M Lasbaste	Charles Davis
A R Conroy	Charles Nelson
William Bell	E Fitzgerald
William Turner	John Sherlock
Robert Rule	John Griffin
John White	J Craig
John Ryan	J Roots
William Nelsou	Thomas Sullivan
E McBride	Thomas Kelly
Alexander Wood	John Barrick
George Murry	John Whipple
John Byrnes	A J Gross
Nicholas Conner	Thomas Jarrel
William Jones 1st	William Clay
L Richards	J Sullivan
E A Lego	D Thomas
John Cannoran	J O'Donnell
Charles Anderson	E Brown
Thomas Jones	Wm Jones 2d
Peter Gillispie	James McDonald
George Knock	John Murry
William Davenport	M J Marshall
George Bell	Charles Powell
W L Chesley	

CREW.

John Martin	James Creery
Benjamin Gaffner	Daniel Ward
Charles Hoskins	William Connell
John Dunlop	John Sullivan
John O'Hagan	John Walsh
P McGuire	Thomas Armstrong
M Mahen	M Maloy
William Murrey	E Cox
Thomas Grace	Thomas Hickey
M Fannigan	William Gray 1st
John Murry 3d	James O'Hara
William McClaren	Charles White
Pat Kelly	John Molyneaux
John Riley	William Walsh
William Cochram	L King
Peter Brady	D Marshall
R Brennon	John Williams
R Simpson	Charles Thomas
N Ryan	George Wilson
Pat Clarke	R Macomber
Phil Jackson	Pat Hughes
M Corcoran	P Neil
William Hammell	Thomas Carr
M Mahoney	D Colmau
William Egan	J Frost
John Cartlin	Theodore Maher
J Aleman	William Swartout
William Wilson 1st	F J Forsyth
W Wilkenson	James Davidson
A Wilson	Amos C Scott
Joseph Joffrey	James Campbell
James Parr	Timothy Coughlin
D Deering	George B Babcock
John C Jenson	John Holmes
Charles Cook	L F Perry
John Collins	R Williams
Charles Gilman	John Green
L Christiau	Neil Carr
E Grant	Frank Webber
Thomas Lyons	Thomas McCormick
C Gustave	Thomas Ryau
William McKay	C N Wilder
James Corrall	M Doyle
Charles Brown	M Palmer
John Murry 2d	H Clark
William McLarne	M Cronan
Ralph Janberg	James Murry
William Jefferson	John Gray
William McCann	J Ackley
J Cloffy	William A Mugett
Alcide Lantaze	H S Briggs
Jules Quesnell	James Moody
Jules Flores	J Roberts
J Gibson	William Gray 2d
J Wood	William Halberton
S M Collins	Henry J Dyer
William W Cooper	Ferdinand Barr
William H Blake	H J Gray
Fritz Zelmes	George Brown
C B Joy	William Supple
L Fitzgerald	John Loyd
John Stewart 1st	John F Archer
P Richardson	Emory Walker
George Pitts	Asa W Gifford
P Cannotin	George Pillings
P McNulty	George W Wiggins
J McAlister	E A Morse
John Wells	David Andrews
E D Cate	James King
George L Fisher	John Martin 1st
Alfred Wilson	John North
Charles Brandt	George Alchorn
John Andrews	James Keenan
Samuel F Randolph	Patrick Bree
R Nelson 2d	John Sentry
James S Hussey	Henry Atkins
Charles W Mauley	William Hennessey
John Jones	Jeffrey Sullivan
Clay A Jenkins	William McDonough
Francis McGinnis	Michael Fallen
John Rutledge	Thomas Cfark
Gus Mason	George L Hanson
Joseph E Brown	Thomas Smith
E Clark	Michael Noonan
N M Downing	P H Kelly
James Cogan	O J Nicholson
Henry Hayes	Michael A Castello
P McKay	Michael Walsh
E Mann	William Holbrook
William A Danley	Thomas Gunning
John Tulley	Philip O'Donnell
William F Bird	John McDaniel
John Jenkins	David O'Brien
F Mahoney	Patrick Goggin
John Kyle	M McMahan
Augustus Reach	Joseph Liverpool
Albert Hiskey	John W Montgomery
Thomas J Haskett	James Brown
Pat O'Neil	John Steward 2d
E Bowman	William H Collins
Put Dacey	George Butler
George L Younger	Aaron Tolbert
George W Sharper	A F Brown
William Wilson 2d	William Hook
S J Thomas	Charles C Brunee
James T Butler	Thomas S Flood
John Chasc	Ed H Lee
John Mitchell	Thomas P Donnelly
Alfred Cartwright	Lewis Stewart

MARINES.

Charles Miller	Jacob D Sommers
James Shaw	William Barrett
J E Shreve	John Brogan
John Morris	Hart Coleman
William Shields	John Castello
William Devin	John Davis
Henry A Stambough	Frederick Davey
William P Sweeney	Philip D Fowler
John Farran	George Perkins
Samuel Griffith	F W Randall
Pat Gulnan	E Reiley
William Hare	Washington L Ruse
John Hickey	Patrick C Smith
Peter Holland	Ruel Smith
Adolphus Keolble	John H Smith
John M Knoch	Cornelius Shannan
Barnard Lee	Robert Taylor
John Lynch	Thomas Turner
Henry McCann	Michael Flicker
M C Byrne	William Brown
Thomas Oldfield	Patrick Dunn
John Parr	John Mowry
F H Pepper	

SUPERNUMERARIES.

Josiah Simpson	Joseph H Quick
John T Collins	James Doherty
John Higgins	Thomas F Hayes
Henry Burley	Daniel Noon
Michael McQuade	Charles Cummings 1st
James McLeod	Henry Wagelue
George P Fay	Stephen O Austin
George Hixon	Edw Dyer
James Fitzgerald	Thomas Brady
Robert Simpson	James Conant
John McDonald	William G H Ingham
Charles Wilson	John Conner
Hugh Dolan	Bernard Bradley
Dennis Murray	Michael Darlin
Michael Murphy	James Mahouey
Greenleaf Mariner	Daniel Lee
Peter Anderson	James Duncan
John Strange	Thomas Burke
William Bowen	William Henry
John F Buckley	Joseph A Lewis
Joshua Hickman	James Hayden
John Kelly	Hugh Riley
Thomas Ralph	Samuel Wilson
William Richardson	Aaron Hodgkins
John Walsh	John Jackson
Robert Denmead	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. GUNBOAT "CAYUGA," APRIL 24, 1862.

Capt Theodorus Bailey, Commanding Div	J C Choffee, 3d Asst Eng
N B Harrison, Lieut Com	James Gillin, Act Master's Mate
Geo H Perkins, Lieut.	Chas Post, Act Master's Mate
Edward S Boget Asst Sur	Theo B Magle, Act Master's Mate
J W Whilin, A A Pay'r	Robt. C Bostwick, Act Master's Mate
Thos H Morton, Act M	Sam'l B Massn, Pay Stew'd
E D Percy, Act M	Wm B Benticore, Surg'n Steward
Chas M Burns, Capt Clerk	
Geo W Rogers, 2d Asst. Eng	
Ralph Aston, 3d Asst Eng	
J W Sydney, 3d Asst Eng	

CREW.

John Cassidy	Eli S Robinson
Thomas Florence	Bernard Dunnivan
John S Kernes	Fred'k C G Firlee
William Leonard	John Frail
John Lenehan	Richard Edwards
Richard Munson	Levy Hussey
William Young	William Witmar
John Titus	Martin Finnerty
Irwin Denson	Peter Corbett
Martin Shipton	Frank Dunn
John Stine	C B Edwards
Jeremiah R Hickman	James O'Donnell
Thos Hayes	John Mullins
James Sunney	Edward Wright
Antonie De Brage	Andrew McGann
Andrew Covie	John Sullivan
Peter H Walter	John Bryan
Peter Johnson	Ambroyo Gomes
Francis Noil	Geo C Cross
James Smith	Wm Parker
John Doyle	Wm Lillywhite
James Garvin	Wm Kelly
Elija Wilcox	Jan Johanness
Thomas Gusic	W H Edwards
Edwin Johnson	Chas Girling
Michael Burnes	Emery Wright
William Calby	Nathaniel B Crocker
Henrich Mohlman	John Lawson
Robert Taylor	Jos S T Pierce
Benj F Cline	Thomas Jefferson
Joseph Arnold	Giles V B Smith
John Neelson	Chas Reynolds
Chas E Collins	Louis H Bidault
Peter L Harris	John Powers
John M Ray	Edmund Toban
James H Johnston	George Taylor
James Dumphy	Rufus Davis
James W Hunlow	George Vickers
John McConner	Joseph Matthews
Geo A Mullaby	Edward Morgan

SUPERNUMERARIES.

Midshipman F. J. Higginson, as aid to Capt. Balley, with Wm. H Finn, Officer's Steward, and a boat's crew consisting of 1 coxswain and 5 seamen, supposed rating.

LIST OF OFFICERS, CREW AND MARINES ON BOARD THE U. S. S. "ONEIDA" APRIL, 1862.

S P Lee, Commander	A S Brower, Third Asst Eng
M Sicard, Lieutenant	Geo W Stivers, Third Asst Eng
Francis C Dade, Chief Eng	R W Hodgson, Third Asst
Jno Y Taylor, Surgeon	C W Higgins, Capt's Clerk
Chas W Hassler, P M	Jas Harold, Act Boats'n
F S Brown, Master	Wm Parker, Acting Gun
Pierre Giraud, A M	Edward Bird, Act M M
Thomas Edwards, A M	Daniel Clark, "
Elijah Ross, A M	Geo B Alling, "
Fredk J Nails, Mid	Jno J Earle jr, "
Geo W Wood, Mid	Chas W Tuffak, P Stew'd
Horace McMurtrie, Sec'd Asst. Eng	T V Craudall, Surg Stew'd
R H Fitch, 2d Asst. Eng	
Wm McIlvaine, 3d Asst Eng	

PETTY OFFICERS.

R M Clarke	John Beatty
Chas Southard	Thos Perkins
Jno W Davis	Edward May
Henry Clark	Wm Thlessen
Thos Clancey	Chas Rodgers
Jno Sweeney, 2nd	Jos U J Phillips
Ira Franklin	Jas Sheridan
Henry Binney	Peter Finnigan
Jno Sullivan	Alex McKay
Barnum Lincolu	Isaac Stamborough
Wm M Sullivan	Mich'l Carroll
Alex Young	Mich'l Girandi
Wm Russell	Jas Robertson
T Dobson	Jno J Tompkins
Jno Sweeny, 1st	Ensign Baker.
Edwin Hughes	

CREW.

Jas Bowie	August Miller
Wm E Petty	Chas Williams
Jno McCarty	Geo Albert
Rese Marble	Jno Dyer
Thos Riding	Wm Forder
Stephen H Randall	Sam'l Marr
Frank King	Alex Love
Edward Perry	Francis Douglass
Thos Williams	Albert A May
Thos Gray	Jno Adams
Jos Connor	Wm C Sloff
Gen S Loper	Jno Smith
Robt Maundrell	Stephen Tuttle
Nicholas Peterson	Edmond A Brown
Jas R Libbey	Wm Wilson
Geo Seymore	Jno Kane
Geo Werner	Walter Hopkins
Wm Hawkins	Jno Ronstadt
Henry W Wilson	Josiah Dennis
Wm Workman	Thos Cornell'rs
Sylvanus Gott	Thos Jennings
Chas P Byron	Wm Newland
Thos Bashwood	Carlos P Day
Jno J Smith	Michael Black
Wm Tisdale	Robt H Woodruff
Mathew Cullum	Ross W Gardner
Jno Davis	Jas Harrington
Jas Johnson	Jno A Martin
Wm Pitman	O H Crommelln
Jno F Cisco	Geo A Smith
Nathaniel Crismon	Dan'l MacPherson
Jno Donnelly	Roger Sherman
Cornelius P Sullivan	Edward H Wright
Peter O'Neil	Henry Hart
Robt Watson	Jno Rennoy
Dan'l Sullivan, 1st	Peter King
Jno McFarlaud	Thos McCabe
Edward Barry	Stephen Carmody
Thos Dolan	Stephen Dolan
Geo T Metcalf	Brine Mehan
Henry Dettiugill	Patrick Kenny
Michael Lawler	Jno D Murphy
Jno C Farrell	Jun A Love
Jno W Reilly	Peter McKaloye
Francis McGinnis	Jas C Whitley
Daniel Sullivau, 2d	Wm Eger
Jas Buchanan	Wm Meek
Thomas K Finley	Jeremiah C Murray
Jas B Murphy	Wm Walsh
Wm Boston	John Rodgers
Thos W Newman	Jas Atkinson
Wm Browu	Wm Ward
Geo Read	Edward Sheedan
Wm Burtis	John McHugh
Jno M Bentz	Martin Carlil
Jno A Rhodes	Jobu Boyle

Jno F Peacock	Rodger McDonald
Jas Carroll	John Greenway
John P How	Patrick Murray
Jas Agan	Henry C Meceh
Edward Kennedy	

MARINES.

Henry Ernest	Thos Mc Cabe
David Johnston	Edward McManus
Wm P Keegan	Francis A Patterson
Geo H Barte[illegible]	Mathew Conley
Henry Cooper	Edward Raymont
John Dolan	Jas Tramor
Jas H Groves	Geo Crumbie

LIST OF OFFICERS, CREW AND MARINES ON BOARD U. S. S. "VARUNA," APRIL, 1862.

Chas S Boggs, Com'dr	C C Maloy, Act 3d Asst Eng
C H Swasey, Lieut.	
W G Bruce, A A Surgeon	Sam'l Robinson Act 3d Asst Eng
Chas F Fitch, A A P	
Earo Leonard, A M	Geo L Harris, Act 3d Asst Eng
John D Childs, A M	
Daniel H Haydon, A M	Thos H Fortune, Act Gun
Robert Henry, Act 1st Asst Eng	Thos H Lawrence, A M M
	Silas H Reyius, "
Jas Shutts, Act 3d Asst Eng	Henry D Foster, "
	J L Blauvelt, "
	E B Deshler, Capt's Clerk

CREW.

B F D Fitch	Wm Martin
Albert Stocum	Geo Smith
Jas Hatfield	Wm Cowell
Thos Bourne	Peter L Pero
Henry Kelbel	Chas Herforth
Chas Post	August E Kernor
Wm Perkins	Wm Lewis
Daniel McPherson	George W Frear
John Smith, 3d	Jacob Ackleman
John Nelson	Edward Keating
James Whalen	Wm Hall (or Hall)
Henry Chain	Robert Laverty
John McGowan	John M Leader
Jas Moran	John McDonnell
Joshua Field	Michael McCune
Wm McKnight	Florence Barnett
John G Bitts	Andrew Grant
Solon A Pratt	Michael Gilgan
Henry Johnson	Wm Hardin
Wm Hansson	John Kelly
Chas Mitchell	Wm Brown
Wm Morton	David McGlenchy
Joshua Dean	Thomas Gaskill
Daniel Johnson	James Smith
John H Seaman	Daniel McGinness
Patrick McKeon	Andrew H Teeple
David Green	Cornelius Brosman
Patrick Langau	Chas H Moram
Patrick Kearnes	Oscar Peck
Wm Shane	Wm H Hanlin
James M Fegan	George C Holah
Jas MacKay	Chas Framer
Wm Stanton	Charles C Spencer
Jas E Stiles	Geo Wills
Philip Rivers	Chas H Sheperd
John W Horton	John Smith, 2d
Thomas Johnson	John F Sullivan
John Green	John H Skidmore
Chas H Flagg	Dominick Larrin
Isaac B Beale	John Hickey
John Donovan	Christopher Mulliu
Thos Minnis	Wm Corbitt
Cyrus A Bonmer	Timothy McCarthy
John Jackson	John Kincart
Phillip Schenck	Wm Joyce
Thomas Smith	Wm Jackson
John Schaint	Wm H Manson
Michael Swartz	Jeremiah McCarthy, 1st
John Rain	Jeremiah McCarthy, 2d
Edward Hart	John Monks
Richard Hook	John Kennedy
Albert Douglass	Daniel Hollaud
James Murphy	Wm Whelan
Patrick Welsh	Edward J Norcott
Charles A Sears	Richard Mahoney
Felix O'Rourke	John Keenan
Amos Bradley	Thomas J Thompson
Andrew A Smith	Sam'l H Perringtou
Michael Wheeler	John Murphy, 2d
John Smith, 1st	John Nostrand
Hugh Close	George Vowel
Richard Hodges	Richard Bell
Wm Hall	Micahel Regan
Thomas Carney	Andrew Smith
Dan'l McCarthy	

MARINES.

Wm Buckley	Thomas F Jordan
Wm Pointre	James A Lovan
Stephen M Sherman	Robert McGerr
Alex Fergusou	Jas McGuire
John Forest	Uriah B Swan
Robert Gilbert	Arthur Towusend
Wm Jordan	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. S GUNBOAT "KATAHDIN," APRIL, 1862.

Geo H Preble, Lt Com	Wm P Reid, 3d Asst Eng
Nathaniel Green, Lieut	Wm W Heaton, 3d Asst Eng
R F Ladd, A A P	George Leonard, Act M M
Somerset Robinson, A Sur	J W Hartshoru, "
George Harris, Act M	J W Thode "
W H Polleys, "	A Whiting "
T M Dukehart, 2d Asst Eng	Edw P Preble, Capt Clerk
F A R George, 3d Asst Eng	

PETTY OFFICERS.

Caleb Prentiss	Edw Mehan
G P Farrington	John Thomas
J F Dalton	James Ford
R W Wallace	J B Saunders
Charles Robinson	Thomas Brett
W W Hoare	E D Baker
Joseph Pratt	N H Alger
Daniel Harrington	John Lynch
Nathaniel F Hamlin	Charles Smith
Edw Walsh	L Roumau
P W Kenny	S Liben
S W Kean	James Barker

CREW.

John Jones	John O'Brien
Ed L Pratt	Patrick Cullen
John Stevens	Alfred Tooney
James McClements	Robert Wolworth
Peter Cair	W S Rourke
William Clarke	Henry Whipple
J A Fress	Paul Bennett
J McCarty	T C Rounds
Philnias Curner	James Ryan
Thomas Milaard	W W Harner
George Collier	J R Carroll
James Shannon	William Freeman
S W DeBowen	J W Robinson
Robert Roddin	George Ash
A E Fish	Benjamin H Foster
George E Cooley	James McColgan
E B Pierce	J E Cruikshanks
John McCanna	J H Griffin
Francis Ball	William Finnegan
John Cannon	B McGonigle
Dennis A Foley	James Powers
James Finn	Sauford Curran
William Lee	James Potter
George V Manseer	G V Haskell
Benjamin T Shattack	Thomas Boyd
John Lufkin	Rodney Chipp
James Downey	Thomas Tuttle

LIST OF OFFICERS, CREW AND MARINES ON BOARD U. S. STEAMSHIP "KINEO," APRIL 24, 1862.

Geo M Ransom, Lt-Com	C F Hollingsworth, 3d Asst Eng
A S Mackenzie, Lieut	
A S Oberly, Asst Surg	C J McConnell, 3d Asst Eng
Henry W Dimau, A A Pay	
S W Cragg (senior Eng) 2d Asst Eng	W S Keen A M M
	John Bartol, jr., A M M
Oliver Colburn, A M	W H Davis "
L A Brown, A M	George A Faunce "
James Maughlin, 3d Asst Eng	

PETTY OFFICERS.

J J Sullivan	Charles H Kelly
Charles G Nichols	William Frill
A D Crane	Rufus L Chase
Peter Peters	John Lewis
Jacob Thompson	F P Chase
Henry Jenkins	James M Welch
John White	John Andrews
John H Murphy	John Macknow
M P Weston	John Peyton
John Quirk	John Bailey
John Smith	Charles Brown
William Conquest	Henry Jones

CREW.

Samuel Walker	Josiah Kent
Albert T. Smith	William Allen
Henry H Chase	Charles Edwards
John French	John F Kittridge
Henry Slade	John Quinn
Maurice Kelly	William Perkins
James Parker	John P Tibbetts
Francis Connor	Freeman Cahan
James L Chase	John Tobin
James Lane	Samuel Ellis
Robert Littlefield	Michael McCann
George H Thissel	George W Henderson
Andrew Odgen	William Gale
Hugh Hunter	John Swain
Abraham Thornley	Nathan W Allen
James H Anderson	John Bowers
William Swain	Daniel Garthland
James Lockhart	Isaac Jones
James Leonard	Robert Schofield
Zelotes Elrige	Thomas F Gorman
James Owens	Michael Murray
Thomas Bradley	Edward Kelly
James Clinton	James C Nichols
John E Holmes	Patrick Hardy
Michael Bartley	Patrick Brady
John A Higgins	Thomas Kerr
Peter J Smith	James F Gilbert
Charles O'Brien	

To be continued.

THE SPEED OF AMERICAN OCEAN STEAMERS.

THE STEAMER "VANDERBILT."

The recent passage of the ship *Three Brothers*, from San Francisco to the Lizard in 109 days, with the largest cargo of wheat ever carried on a ship, recalls to mind some items of her history, as one of the most popular steamers ever engaged in the transatlantic service.

Your correspondent at San Francisco has given an elaborate description of this famous craft, "as she is." Having been familiar with her as the steamship *Vanderbilt* from the time that Jeremiah Simonson laid her keel to the day she was transformed into a man-of-war, "the spirit moves me" to ask the privilege of placing on record some items of her history not included in your minute description.

The *Vanderbilt* was built at Greenpoint, L. I., in 1856, by Jeremiah Simonson, of timber carefully selected by Commodore Vanderbilt and her builder.

Her length along the keel was 325 ft.; length over all, 336 ft.; extreme beam, 49 ft.; depth of hold, 32 ft.; estimated draft, 19.6 ft; builder's measurement, 5,250 tons. She was fitted with a pair of walking-beam engines, the cylinders being 90 inches in diameter and 12 feet stroke, with surface condenser. There were four main boilers. The working pressure of steam was 18 lbs., the average revolutions of paddle-wheels 16 per minute, on a consumption of 75 tons in 24 hours. When driven, she would consume 120 tons. The fuel was greatly economized by the use of See's Feed Water Heater, effecting a saving of at least 25 per cent. The paddle-wheels were 41 ft. in diameter and 10 ft. face. She was brig rigged. On the spar and main decks were accommodations for 250 cabin passengers. She had space for 1,200 tons of measurement goods, and room in the bunkers for 1,400 tons of coal.

The *Vanderbilt* was built for the route between New York and Havre, via Southampton, in which service she ran four years, in conjunction with the *Ariel* and *North Star*, all of which were fitted with the Commodore's favorite type of engine—the walking-beam. She was the most substantially-built wooden vessel I have ever seen, her cost being about one million dollars in the currency of 1856. Mr. Simonson was not mistaken in his calculations in regard to the model of this noble ship. She proved to be a "splendid sea boat;" she was so able that Capt. Le Fevre was never obliged to "heave her to." She steamed steadily, and never "made" bad weather. When the veteran news agent, Captain James Farrel, who has passed many years at Sandy Hook, was stationed at Cape Race, New Foundland, performing the arduous service of intercepting the mail steamers, before the days of the Atlantic cable, the light keeper at the Cape called him to come and look at something, which he took to be the devil, plunging through a heavy sea. Farrel immediately recognized his old friend, the *Vanderbilt*, and soon had her news pouch in his boat. The British light-keeper was not familiar with the sight of beam engines, and their peculiar movements on such a huge craft produced the impression of a marine monster from the vasty deep, come up to take the air.

On the route between New York and Southampton, the shortest distance between Sandy Hook and the Needles, is 3,120 miles. The *Vanderbilt's* best time on this run was 9 days, 1 hour, 20 minutes, mean time, which was accomplished both to the eastward and westward. On the westward run no observations were obtained, and the lead was hove all the way from George's Shoals, by Nantucket, and along the coast of Long Island, the total stoppages amounting to two hours. Her best day's run, under steam alone, was 376 miles, and on one westward voyage, without the aid of canvas, she averaged 14¾ knots throughout.

Under steam and convas she has made 380 miles in 24 hours, an average of 15 5-6 knots, and three consecutive runs of 375 miles in 24 hours.

Mr. W. A. Lighthall, Port Engineer of the Vanderbilt Line, accompanied the ship on her first European voyage. During the four years of her service in this trade the following officers were attached to the ship: Captain, Peter E. Le Fevre; Chief Engineer, John Germain; Purser, Dr. Owens; Steward, James McHenry.

The genial and accomplished Owens has "gone the long voyage;" the veteran Le Fevre has come to anchor, and is now Port Captain of the New York and Brazil Line; Mr. Germain occupies the post of port engineer; Mr. McHenry is acting as port steward of the American and Red Star Lines.

For the *Vanderbilt's* history as a United States man-of-war, and her cruise to the East Indies, in search of the *Alabama*, I refer your readers to your "Hand Book of the United States Navy." S. H.

OPENING THE DOOR.

AMERICANIZING BLOCKADE RUNNERS.

Editor The Nautical Gazette:

The signal for an onslaught upon the spirit of our navigation laws has been given in Congress by a railroad president, who represents the district of Milwaukee, and who is reported as having boasted that he would open the door for the importation of foreign-built vessels. In a very briefly worded bill, *Representative* Alexander Mitchell seeks to have the Secretary of the Treasury authorized to issue an American register to the old iron blockade runner *Chicora*, and to permit her to assume a new name, such as her owners may select. There is no reason apparent in the bill for this petty enactment, except, perhaps, that the *Chicora* is said to be now owned in Milwaukee, but the reasons that are withheld may be readily inferred.

The State of Michigan is traversed by a Canadian railroad from Detroit to Grand Haven, and thence the Lake is crossed to Milwaukee by steamers. This route, by rail and boat, is known as that of the corporation of the Detroit and Milwaukee Railroad, a concern that is foreign, from root to branch, and which imports its officers and men, as well as the rails of its road. Now it wants to go a step farther, and import its boats for crossing Lake Michigan. At Milwaukee this Canadian concern connects westward with the St. Paul Railroad, of which Congressman Mitchell is president; so the milk in the cocoanut of his little bill is perfectly natural.

Now there is no necessity for the importation of foreign-built vessels, except to gratify the foreign propensities of the concern that operates the line from Detroit to Milwaukee and the obliging disposition of Mr. Mitchell to aid his countrymen of the Clyde to a market for their iron vessels in the United States. The very best vessels, of iron or wood, can be built on the Lakes by American builders; and there are many better built vessels than the *Chicora* that can be purchased for the Grand Haven and Milwaukee route. In fact the iron boat *Chicora*, or any other British-built iron boat, is totally unfit to cross the Lake in the Winter season, when miles of ice must be cut through. The *Chicora* is not even adapted to the route, as a passenger boat, in the Summer season, being a narrow, unstable, man-trap affair, and well advanced in years. It is only a pretence to set up that she is fit for any use, except to degrade and violate the spirit of our navigation laws. The idea of changing her name is, of itself, evidence that some fraud upon the traveling public is sought to be perpetrated.

The effect of passing Mitchell's bill will be to encourage other parties to besiege Congress to admit their foreign-built vessels to American registry. Of this class of vessel there are a considerable number, and more will be added yearly, when it is found out that by such course the navigation laws may be violated in spirit with impunity. The body of a law does not long survive the spirit. This is the theory of Mitchell and his "free ship" friends—first degrade the Navigation Law, and then repeal it. There are others than the stockholders of the Chicago and Milwaukee Railroad that stand ready to demand the same Congressional favors as Alexander Mitchell seeks. If the door is opened for him, it must be for another. The most objectionable form of repealing a law is the method in detail. Exceptions to a law are so easily pleaded for and obtained, our protective friends in Congress will have to be vigilant in watching for and defeating the crafty enemy of American industry.

Lake Michigan is an American lake and American citizens are now engaged in a rival transportation trade between Grand Haven and Milwaukee with the Canadian concern that would wish to monopolize the route. A spirit of fair play would dictate that if citizens who have built their own boats and invested American labor and money in them, have to comply with the navigation laws, foreigners should do likewise, and not be permitted to bring vessel stock from abroad to compete with our own in our own waters. Nor is it right to permit the owners of one competing line to fill up the complement of their fleet with trashy foreign-built stock because it is cheaper than honest home-built vessels. On no principle that is fair, honest or patriotic can Mitchell's bill be passed: but, on the contrary, it should be trampled under foot by the Committee on Commerce. FULTON.

The Bureau of Charities has been investigating the affairs of the Young Seamen's Society at No. 92 Madison Street. Letters were sent to its published list of managers. Among other replies, is one from William Cullen Bryant, who says: "I am sure it is not 'right' to put my name down anywhere as a 'Manager of the Society for the Education and Advancement of Young Seamen.' I am not, and never consented to be manager of any association formed for such a purpose." Mr. Robert B. Minturn responded: "My name is used without my authority, and I know nothing of the Society." Mr. Charles O'Connor disclaimed any connection with the Society, but gave the legal opinion: "It is very difficult to determine what does constitute membership in some of these charitable societies. I may have contributed to it at some time, but never, so far as I know, accepted any office in it." All of these names had been entered on the Society's list of managers and patrons. Other letters, received from those similarly classed, denying any connection with or knowledge of the Society, lead the Bureau to think that an improper use of prominent names is made.

The loss by the wreck of the steamer *Queen Elizabeth*, off Tariffa, on the 16th inst., is estimated at £535 000 sterling.

An American Surgeon and the American Ship.

Editor The Nautical Gazette:

The case of the American ship is to be settled at last. Builders, owners, underwriters, sailors, ship and all have been put into *Marine Hospital*. Physic has been thrown to the dogs for once, and the patient is to be stretched on the dissecting table and take a final dose of knife. The surgeon expects to acquire more fame through the publication of his scientific post mortem, particularly in Europe, than if he does his common every-day duty and restores his victims to health. In the cause of science and the effect of the amelioration of human woe, American navigation and commerce must die. It would be a pity to have it live, and a great doctor die unknown to fame.

The Treasury Department affects to be a sort of foster-nurse for the twin infants, navigation and commerce, and a year or two ago found an idea in its own head suggesting that something be done for the orphans in its care—some little splurge, to show the dames in the rural districts that the good nurse had not gone to sleep, but ever and anon held the bottle to the lips of the little patients. The Senate was called by the Department, and the doctor sent for—none other than the Supervising Surgeon U. S. Marine Hospital Service.

The doctor came—he went—he returned—and, as a consequence, there is now before Congress a bill to regulate the passenger trade between the United States and all the world besides.

This bill steeps the hemlock for sailing ships in the passenger trade, and is designed to throw the whole business over to foreign steamships in the future. Should it pass without an amendment, that not another foreigner should land as an immigrant in the United States, Congress would deserve the execration of every citizen connected with the shipping interest.

The bill is offered by the Treasury Department, and is based on a report of Dr. John M. Woodworth, Supervising Surgeon U. S. Marine Hospital Service. This officer was appointed by the Treasury Department July 1st, 1873, in pursuance of a resolution of the Senate "to inquire concerning the treatment and condition of immigrants." Not contented with making a report, and a synopsis of the same, as the blast of a horn, and its echo, he loads up a pamphlet with "a draught of an act to regulate the carriage of migrant passengers to and from the United States in steamships and other vessels." There is good reason for believing that this report is such a one as any of the foreign steamship lines might wish to see made, and the proposed act just such a one as all the foreign steam lines would wish to see enacted. It would never be strictly applied to foreign steamships, or sailing ships, of nations like England, France or Germany, while every whipper-snapper in our Custom Houses would be ready to inform on an American steamer; and as for American sailing ships, the reader may judge how they would fare when they learn that the act is specially aimed at sailing ships, discriminations being made against them, with a view of driving them out of the passenger carrying trade.

Every monopoly secured to steamships in the foreign trade, inures to foreign steamships and none others; in the first place, because we have few or no steamships in that trade, and in the second place, because foreign steamships will always have the advantage in securing emigrants and cargo to fill up with.

Every monopoly secured to steamships, and every trade forced away from sailing ships, damages American shipping interests. Only an idiot, or a knave, or some doctor who don't know a ship from a hospital, would ever think of taking a position against sailing ships on the score of mortality statistics solely and alone. Why should the deaths by sickness on the passage of the sailing ship be counted against sail propulsion, but nothing be said nor counted against steam propulsion on account of such steamship slaughter as that of the White Star steamer *Atlantic*? Away with such spurious and specious statistics. The safest of all ships at sea are not steamships, much less are they foreign steamships, and the man who proposes, on scientific or humane grounds, to drive American sailing ships out of any legitimate carrying trade, disgraces his profession and betrays his country, if he professes to be an American surgeon or an American statesman. AMERICAN SHIP-BUILDER.

Commercial Intercourse with Foreign Nations.

Vessels belonging to the following nations are admitted under the provisions of law, treaties of commerce and navigation, into the ports of the United States on the same terms as vessels of the United States, with the produce or manufactures of their own or any other country, as respects both tonnage and import duties:

FIRST CLASS.

Argentine Confederation	Ecuador
Austria	German Empire
Austro-Hung'n Monarchy	Great Britain and her possessions
Belgium	
Bolivia	Greece
Brazil	Guatemala
Chili	Hayti
Denmark	Hanover
Dominican Republic	Hanseatic Towns
Hawaiian Islands	Honduras
Italy	Japan
Liberia	Madagascar
Mecklenburg-Schwerein	Mexico
Netherlands	New Grenada
Nicaragua	North German Union
Norway	Oldenburg
Ottoman Empire	Paraguay
Portugal	Prussia
Russia	San Salvador
Siam	Spain
Sweden	Venezuela

SECOND CLASS.

Costa Rica	Muscat

THIRD CLASS.

Borneo	China
France	Loo Choo
Morocco	Swiss Confederation
Tripoli	Tunis

Rates of Wages per Month for Seamen in the Merchant Service, out of the Port of New York, from the Year 1835 to 1874.

In the year 1835 there were but five shipping offices in the City of New York, and they regulated seamen's wages up to 1859. In 1857 the sailor landlords organized an association under the laws of this State, which they called the "Seamen's Boarding-House Keeper's Benevolent Association." In 1859 they took the control of the wages from the shipping agents and assumed it themselves. Previous to the year 1855, wages for voyages around the Cape of Good Hope and Cape Horn was $8 per month, and $24 advance; for voyages to South America, West Indies, Europe and other ports, from $12 to $15, with one month's advance; coastwise, $12 per month, with half month's advance. From about the year 1859, wages to ports around the Capes of Good Hope and Horn were $10 per month, and all other ports, from $12 to $15 per month. In March, 1859, the sailor landlords raised the wages to ports around the Cape of Good Hope and Horn to $12 per month, with two months' advance; to ports in England, Ireland, Scotland and Havre, $18 per month, with one month's advance; to other ports in Europe, $16 per month, with one month's advance; to ports in the Mediterranean Sea, $14 per month, and one month's advance; to ports in South America, West Coast of Africa, Spanish Main and West Indies, $15 per month, and one month's advance; to British North America, $18 per month, and $19 advance; coastwise, $16 per month, $8 advance, or $18 per month, and no advance. In May, 1862, they raised the wages to ports around the Cape of Good Hope and Cape Horn to $15 per month, with $30 advance; to ports in the Mediterranean Sea, $16 per month, with one mouth's advance. In January, 1863, they raised the wages to all ports in Europe to $20 per month, with from $20 to $50 advance; to ports around the Cape of Good Hope and Cape Horn to $18 per month, and from $36 to $60 advance. In December, 1865, they again raised the wages to ports around the Cape of Good Hope and Cape Horn to $25 per month, and from $50 to $120 advance; and to all other ports $30 per month, and from $60 up to $150 advance. In June, 1864, the wages for ports around Cape of Good Hope and Cape Horn was $30 per month, and from $90 to $120 advance; for coastwise ports, $35 per month and $35 advance; to all other ports, $40 per month, and from $50 to $120 advance. In August, 1864, wages around Cape of Good Hope and Cape Horn was $40 per month, and all the advance they could get. In January, 1865, wages for all ports was $50 per month, and all the advance they could squeeze out of the captains and owners; $50 per month and $50 advance was paid to ports in the Chesapeake Bay.

In April, 1865, sailors were becoming more plenty, and wages went down to $40 per month. In May, 1865, the Government begau to discharge seamen from the navy, and wages were reduced to $30 per month. In July, wages went down to $25 per month, and so continued until January, 1866, when they went up to $30 per month, and continued at that rate until January, 1868, with the exception of ports around Cape of Good Hope and Cape Horn, when the wages were $25 per month and $50 advance.

From January to May, 1868, wages were $25 per month, and $30 advance, to ports in the West Indies, South America, Mediterranean Sea, &c., and to Europe $30 per month and $35 advance.

From May, 1868, to January, 1869, wages to ports in the West Indies, Spanish Main, Mexico and Europe were $30 per month and $30 advance; coastwise ports, $30 per month, and $15 advance; to ports in the Mediterranean Sea and South America, $25 per month and $30 advance, and to ports around Cape of Good Hope and Cape Horn, $25 per month and $50 advance. Through the months of January and February, 1870, sailors were very plenty, and crews could be shipped for ports in the West Indies for $20 per month. In March they went up to $25, and in April to $30, with a month's advance, and so continued at about these rates to January, 1871, when seamen became very plenty, and wages went down for ports, exeept England and Havre, to $20 per month. In March, wages rose to $25 per month, and continued at that rate until January, 1872, when many crews were shipped at $20 per month.

From February, 1872, to January, 1874, seamen's wages have been nearly stationary, as follows: To ports around the Cape of Good Hope and Cape Horn, $25 per month, with $50 advance; to ports in Great Britain, and Havre, $30 per month, with $30 advance; to all other foreign ports, $25 per month, with from $25 to $30 advauce; coastwise ports, $25 per month, with from no advance to $5 or $10.

Since January, 1874, many crews have been engaged, outside of the Shipping Commissioner's, $5 per month less than the above rates. ARGUS.

Refuge Dock at Halifax.

An exchange says: "There is a projeet among steamship men in Liverpool to build an immense stone and iron dock at Halifax for the use of all Atlantic steamers obliged to put into that port for coal or provisions, as it frequently happens, especially in Winter. A large supply is to be kept constantly on the dock, and steamers will come alongside (instead of lying in the harbor, as now), and thus save time, trouble and expense.

[This is all very well, and we hope it will be done; but if steamers are obliged to go to Halifax, would it not be well to have the captains well posted, so that they will not run on Mar's Rock, as Williams, of the White Star steamer *Atlantic*, did, instead of going into Halifax?—ED. N. G.]

Disaster in the Mediterranean.

A telegram dated London, March, 16, says: "Intelligence of a shocking disaster on the Mediterranean reached here to-day. The steamship *Laconia*, while on a voyage from Alexandria, Egypt, for Algiers, having as passengers 273 pilgrims, returning from Mecca, encountered terrible gales. One huge wave, which struck the vessel, washed overboard from her deck 117 of the pilgrims, and all were drowned.

Large bergs and field ice are reported in the Atlantic, in latitude 43° N.

Torpedoes and the Admiral's Report.

Editor The Nautical Gazette:

One of your cotemporaries comments at considerable length on the Report of Admiral Porter, and closes its remarks with a reflection upon his motives in making no mention of Ericsson's Torpedo, which, it states, "we have been at considerable pains to investigate and lay before our readers."

The Ericsson torpedo is, no doubt, a formidable weapon, but if the Admiral has no better information on the subject than can be derived from such knowledge as this journal has taken pains to lay before its readers, the blame can hardly be attached to him.

The journal's description of the most essential portions of the torpedo, viz., the submerging and steering apparatus, is such that no "fellah" can find out its meaning, though he be "skilled in the arts" to the highest degree. That the words are chosen with "intent to deceive" is a conclusion that the earnest student is obliged to draw when he reads that "The instrument by which the submersion is regulated consists principally of a weight balanced by hydrostatic pressure," while at the same time he knows that any body, being weighted beyond its limit of buoyancy, will go down to the bottom, no matter whether the "weight be raised by hydrostatic pressure" or not. Why not state that the raising of the weight admits the compressed air to a compartment from which it forces water, and thus makes the torpedo buoyant again, causing it to rise until such time as the falling of the weight shall shut off the air and let the water again into the compartment. Why not lay this fact, or a corresponding one, before its readers?

How exceedingly lucid, too, is the description of the steering gear: "By simply admitting more or less air to the tubular cable, the submerged body turns either to port or starboard." Why not state that the helm is regulated by a flexible air vessel, through which the air passes, and to which the helm is attached—which vessel is swelled up full when the helm is hard a port, half full when the helm is amidships and moderately full when the helm is hard a starboard. Why not lay this fact, or a corresponding one, before its readers?

To be sure, it may not come within the province of this paper to explain the secrets of any man's invention; but when it is laying facts before its readers, why could it not at least state some more facts concerning the trials of the torpedo on the Sound which recently took place.

No account of these trials, beyond the towing of a scow containing the reel and machinery for compressing the air, have, to my knowledge, ever appeared either in the columns of this or any other paper, and certainly it would seem that these would be desirable before any mention, either favorable or otherwise, could be made in an official report.

A drawing of Ericsson's torpedo, together with such facts as the journal may be allowed to disclose concerning her modus operandi, would, at least give an impartial public a much better opportunity of judging of the merits of this invention than it has previously enjoyed.

A Torpedo Detector.

Captain Harvey, R. N., inventor of the towing Otter torpedo, lays it down as a primary rule in his tactical instructions for the use of the weapon that an attack upon ships by torpedoes should always be made, if possible, under the cover of night. The Naval Torpedo Committee has given the subject of attack by torpedo boats at night upon ships at anchor considerable attention, and have proved by experimental practice that in the majority of instances the torpedo attack upon the ship must be successful. The *Monarch*, one of the ships experimented upon, was anchored at Spithead, and on one occasion was considered to have been made almost impregnable against any attack by a strong crinoline framework of booms and spars built up round, supplemented by her boats rowing guard around her within hailing distance. The ship had also the advantage of knowing that a boat torpedo attack would be made upon her and the time when the attack might be expected. Notwithstanding those important advantages in the ship's favor, the torpedo boats—steam pinnaces—burst through the *Monarch's* cordon of guard boats, got over the difficulty of the projecting crinoline spar defence, and struck the frigate with their dummy torpedoes. These results proved that any vessel lying at anchor at night must be fatally deficient in her defensive powers in a want of means for searching with lightning quickness and distinctness the surface of the water to a considerable distance around the ship. To supply this want effectually, Mr. H. Wilde, of Manchester, some time since submitted to the Admiralty a proposition for the use of one of his electro-magnetic induction machines, fitted with a proper apparatus for projecting the beam of light produced upon distant objects. One of these machines has been fixed on board the *Comet*, twin screw gun-vessel at Portsmouth, and was tested during the nights of Thursday and Friday, under the supervision of Capt. Boys. On Thursday the *Comet* left Portsmouth harbor for the eastern entrances to Spithead, from the Channel, at about 8 p. m.; but half an hour before leaving, a first experiment was made with the machine and its projector lens, in throwing the beam of light round the upper part of Ports mouth harbor. The results were startling. The gunnery ship *Excellent*, with her tenders and the boats alongside and at the boom-ends, the long lengths of the sea wall enclosing the dockyard extension works, the mud-banks—it being nearly low water—the *Asia* and the vessels about her, and farther away into Fareham Creek, Her Majesty's yacht *Victoria and Albert*, the *Glatton* monitor, and the few men-of-war boats moving about between the ships at the time, all stood out with wonderful distinctness as the electric light touched them. But, beyond all the others the *Glatton*, in her French gray paint, given her an invisible dress at certain distances by daylight, shone out in weird splendor. It needed no subsequent experiment to prove that a vessel painted in neutral color must stand out much more distinctly under the influence of the electric light than another vessel at the same distance, and painted with the ordinary black coating of our broadside iron-clads. When the *Comet* subsequently left the harbor and had taken on board the members of the Torpedo Committee of Southsea, she steamed to a position off Brading and the east end of the Isle of Wight, and anchored, attacks being then made upon her by two steam-pinnace torpedo boats, from directions, of course, unknown on board the *Comet*. When the boats had been away a certain time the electric light was brought into play, its beam sweeping the surface of the water and in each instance discovering the torpedo boats before they could lessen a mile's distance between them and the *Comet*. Discovered at such a distance, their attack, of course, was considered to have utterly failed. On Friday the *Comet* was anchored in Stoke's Bay. Capt. Boys and the members of the Torpedo Committee made a number of experiments, and, as on Thursday, no boat could approach the light within a mile without being at once discovered, and the gray or white painted steam pinnace was always much more prominently and longer in view under the light than the other, in its coat of black paint. In a boat 2,000 yards distant from the *Comet*, and with the beam of light brought to bear upon the boat, *The Times* could be read with the greatest ease.—*London Times.*

U. S. REVENUE MARINE.

The *Grant* and *Moccasin* left Newport on the 14th, in search of distressed vessels.

The *McCulloch* arrived at this port on Sunday last, from Boston. She is to be dismantled and sold.

The new Revenue cutter built by Smith & Townsend, of East Boston, was successfully launched from the yard of that firm on the 13th.

The *Moccasin*, on the 13th inst., proceeded to the breakwater on the north point of Goat Island, and hauled off the schooner *Henry M. Ridgely*, from Jersey City, bound to Somerset, Mass., with a cargo of pig iron, which went ashore in the gale of the previous night.

On the 14th, the *Moccasin* arrived at Newport, and reported having attempted to float the schooner *Palma*, of New York, bound to Norwich, Conn., from Jacksonville, which went ashore at the Sow and Pigs on the night of the 13th inst. Although extraordinary exertions were made by the Revenue vessel, the schooner, on account of having a rock through her bottom, could not be moved. The crew of the wreck were safely landed at Cuttyhunk.

Signaling in the Revenue Marine.

The officers of the Revenue Marine Service, on duty along the New England coast, have had the tedium of their arduous Winter cruising pleasantly varied by the advent of Third Lieut. A. E. Bateman, U. S. R. M., who has been ordered, by the Department, to the special duty of instructing his brother officers in signaling by the use of the "General Service Code," as in the army and navy. Lieut. Bateman is a graduate of Fort Whipple, and an adept in the mysteries of this useful art. To a pleasing exterior, he adds the knack of imparting his instructions in such a manner as to hasten his pupils' proficiency, and impresses all with the fact, that, in detailing him as a teacher, the Department has made an excellent selection. Already many of the officers have acquired a degree of proficiency that enables them to dispense with much boat duty, and consequent wear and tear of men and material.

There can be no doubt that the adoption of the "Code" by the Revenue Marine will involve a considerable saving to the Government. It has already been made use of, in assisting distressed vessels, by one or two cutters, and cannot fail to commend itself to all who see its practical application.

Revenue Marine Changes.

The following changes have occurred in the Revenue Marine Service since our last report: First Lieut. F. M. Munger from the *Dobbin*, at Castine, to command the *Washington*, at New York; First Lieut. Eric Gabrielson, from the *Washington*, to command the *Manhattan*; First Lieut. Geo. Walden from the *Manhattan*, and placed on waiting orders; Capt. A. B. Davis placed on waiting orders; First Lieut. F. W. Sparelle attached to the *Seward*; Third Lieut. J. B. Butt attached to the *Seward*; First Asst. Engineer Thomas Polhamus attached to the *Seward*.

The Wrongs of Seamen.

Dr. Heber Smith, in a pamphlet entitled "The Marine Hospital Service of the United States," treats a field much wider than his title bounds. He shows indeed conclusively that the provision attempted to be made for sailors ashore by the Legislature of this State at least has been nullified by the action of subsequent legislatures. As soon as the fund raised by taxes from seamen began to be anything like adequate to its purpose it was frittered away in grants to other and irrelevant charities. By such interferences the Seamen's Fund and Retreat has been reduced almost to bankruptcy and denied the chance of doing the work it was founded to do. This whole business of the marine hospitals, however, is part of a much larger subject. The treatment of seamen, as of men who are domiciled nowhere and have full civil rights nowhere, is matter for humanitarian legislation, even if seamen were not, what they notoriously are, the most helpless and incapable of all classes of men in dealing with sharpers. This helplessness legislation has often interposed to protect. Legislation interposed to protect it in the general shipping act of 1872. Very recent testimony tells us that that law has not attained its object. A United States consul has just written a book on the wrongs of American sailors abroad, when Dr. Smith steps in to supplement him with the wrongs of American seamen at home. The boarding house keeper, who used to be the arch enemy of sailors, has been something shorn of his power. He has only yielded it, though, to the shipping commissioner, who possesses all the power of all the boarding-house keepers. He can make far more money out of his office by conniving with the boarding-house keepers than by punishing them, and beyond the sphere of the boarding house keepers he can make more money by perverting his office than by executing it. The temptation is altogether too great to put in the way of men who are neither much better nor much worse than their fellows, and who, being mostly retired ship-masters, have a contempt for seamen which at all events does not incline them to tip the balance on his side. Men of high character are indispensable for commissioners, of course. No law can be devised so perfect that it cannot be perverted in unworthy hands to be an instrument of oppressing sailors. But Dr. Smith makes it clear that the present law is capable of amendment, and that whatever amendment it is capable of it urgently needs. Let us hope that Congress may pass a uniform and comprehensive shipping act at last which will protect seamen wherever it is enforced, and which will provide within itself a method of punishing the officials who violate or pervert it.—*The World.*

SHIP-BUILDING.

Registration of U. S. Merchant Vessels.

Official List of U. S. Merchant Vessels, to which were awarded official numbers during the week ended March 14, 1874, in accordance with the provisions of the Act of Congress approved July 28, 1866. Reported from the Bureau of Statistics Treasury Department:

Official No.	Sig'l Letters.	Rig	Name of Vessel.	Tonnage.	Home Port.
105336	JNWK	sl	Aid	100 63	Boston
29795	....	c ht	Anna Maria	107 69	Phila.
2885	...	st p	Brooklyn	257.88	Green Bay
125214	...	sc	C. C. Barnes	582.73	Manito'oo
125215	....	sc	Charles Luling	223.21	Manito'oe
125216	...	sc	City of Green Bay	346.37	Green Bay
125217	...	sc	City of Manitowoc	310.65	Racine
125218	...	sc	City of Sheboygan	261.37	Sheboy'n
125219	JNWL	sc	Cyrus Hale	404.25	Boston
6804	....	st s	Dexter	18.07	Milwau'e
6805	....	sl	Dart	8.40	N. Haven
6806	JNWH	bk	David Babcock	487.17	Belfast
120120	....	st s	Frank Geele	24.75	Sheboy'n
120121	....	*sc	Felicitous	198.78	Milwau'e
85304	....	sc	G. Pfister	694.27	Milwau'e
85305	....	sc	George Murray	790.45	Racine
85306	JNWM	sc	George V. Jordan	696.98	Boston
95255	....	st s	Hoffnung	21.49	Sheboy'n
95256	....	sc	H. M. Scove	305.60	Milwau'e
95257	...	sc	Henry C. Richards	699.9	Manito'oc
95258	....	*sc	Hunting Boy	55.16	Manito'oc
100107	....	sc	Ingeb'g M. Forrest	174 12	Green Bay
100108	...	sc	Itasca	344.46	Milwau'e
100109	JNWG	sc	Isaac L. Clark	350 84	Phila.
75591	...	st s	J. J. Hagerman	42.81	Milwau'e
75592	....	sc	John B. Merrill	640.86	Milwau'e
75593	....	sc	Joseph Paige	625 86	Milwau'e
15955	....	sc	L. J. Conway	90.45	Manito'oc
15956	..	sc	Lena Johnson	228 87	Green Bay
90582	....	st s	Maggie Lutz	15.26	Sheboy'n
90583	....	sc	Marengo	648.25	Milwau'o
90584	....	sc	Minnehaha	59.37	Manito'oc
90585	....	sl	Mary	8 81	Sheboy'n
20468	....	sc	Penokee	332.27	Milwau'e
20469	....	st p	Pennsylvania	220.26	Phila.
54415	....	bge	P. R. R. No. 5	239.42	Bordent'n
110151	....	sc	Reuben Doud	352 03	Racine
110152	....	sc	Robert Albert	11.39	Pensacola
110153	JNWP	sc	Rose McDevitt	122.10	Phila.
115226	....	st s	Starke Brothers	35.96	Milwau'e
115227	...	sc	Saveland	689.46	Milwau'e
24978	....	sc	Thos. H. Howland	298.73	Manito'oc
24979	....	sc	Thistle	363.13	Manito'oc
24980	....	*sc	Two Katies	73.48	Racine
24981	....	sc	Typo	335.95	Milwau'e

Total vessels numbered..... 45

EDWARD YOUNG, Chief of Bureau.

Launched.

At Wilmington, Del., 15th inst., a steamer named *Hampton*, for the Old Dominion Steamship Co. The *Hampton* is 175 ft. long, 30 ft. wide in beam and 50 ft. over all, and 9 ft. 6 in. in hold.

At Kennebunkport, Me., 16th inst., a ship of 2,200 tons was launched from the yard of Titcomb & Perkins. A new bark, called the *Laura R. Burnham*, was successfully launched, on the 17th inst., from the ship-yard of Campbell & Brooks, East Boston. Her dimensions are: Length, 160 ft.; breadth of beam, 34 ft.; depth of hold, 16 ft., including 7 ft. height between decks; tonnage, 800 tons. The new iron steamship *City of Peking* was launched from John Roach & Sons' ship-yard, Chester, Pa., on the 18th inst., at 1 p. m. At Duxbury, on the 17th inst., a first class three-masted schooner, the *Henry Lippett*. She has the highest rate French Lloyds give. Her measurement is 139 ft. keel, 36 ft. beam, 17 ft. main deck, and about 850 tons. A new screw propeller of about 600 tons burden, for the Revenue Marine Service, was launched on the 13th inst., from the yard of Smith & Townsend, East Boston.

Maine Ship-Yards.

At Newcastle, F. L. Carney is building a white oak bark of 600 tons. At Damariscotta, E. Norris & Co. are building a ship of 1 100 tons. Charles G. Merry is building a bark of 630 tons, and a three-masted schooner of 350 tons. He is getting out the frame for a brig of 350 tons, and for a three-masted schooner of 275 tons. The Chase Brothers will build a ship of 1,200 tons, and it is thought D. B. Metcalf will build a ship or bark.

Massachusetts Ship-Yards.

A new ship-yard has been started in the "Fourth Section," East Boston, by Robert Crosbie. It has 250 feet front on deep water, and is about 1,000 feet long. A vessel of 600 tons will be started at once, the frame of New Hampshire oak being on the premises. This oak, though lighter, is said to be as durable as live oak. The vessel is to be owned by Capt. Henry R. Atwood, of Chelsea, and others, and will be built under the inspection of Capt. Eben Howes, of French Veritas.

The new 1,500 ton ship now in course of construction at the ship-yard of Smith & Townsend, East Boston, will be ready for launching about the middle of May. She is of the same model as the *Agenor*, lately built by this firm.

New Jersey Ship-Yards.

The steamer built for the Providence and Newport route still lies on the stocks at Sneeden's yard, near Sunnyside, N. J. She is ready for launching. The largest schooner ever constructed in Cape May is now building at the ship-yard of R. S. Leaming, and there is great activity shown in this branch of industry throughout the southern section of the State.

The steamer *Arrowsmith*, run last year by the Sea Cliff Association, has been sold for $40,000 to a company who propose to run her to Coney Island. The price is an advance of $10,000 upon what she cost the association. It is now supposed that the *Seawanhaka* will be the only steamer on the Sea Cliff route this Summer.

HOW TO RECOGNIZE A GRANGER.—By the ear of corn he carries in his pocket.

THE

NAUTICAL GAZETTE.

B. S. OSBON, - - - - Editor and Proprietor.
W. GANNON, - - - - - - - - Publisher.

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Address all communications plainly to

B. S. OSBON, Editor and Proprietor,
P. O. Box 4778. New York City.

NEW YORK, SATURDAY, MARCH 21, 1874.

AMUSEMENTS.

For the week ending March 28, 1874.

UNION SQUARE THEATER.—Union Square, 14th Street. "Led Astray." Begins at 8, over at 11. This establishment does not advertise in the New York *Herald*.

GRAND OPERA HOUSE.—Eighth Avenue and 23d Street. Miscellaneous Performance. Begins at 7.45.

DALY'S FIFTH AVENUE THEATER.—Twenty-Eighth Street near Fifth Avenue. "Charity." Begins at 7.45.

WALLACK'S.—Broadway, corner of 13th Street. "The Rivals." Begins at 8.

OLYMPIC THEATER.—624 Broadway. "Vaudeville and Novelty Entertainment." Begins at 8.

NIBLO'S GARDEN.—Broadway, near Prince Street. "Davy Crockett." Begins at 7.45.

WOOD'S MUSEUM.—Thirty-Fourth St. and Broadway. Afternoon at 2; evening at 8.

BOOTH'S THEATER.—Sixth Avenue and 23d Street. "Colleen Bawn." Begins at 8.

Hereafter, advertisements which have been ordered for a three, six or twelve months' term, at those rates per line, will be charged at transient rates if withdrawn before the term agreed upon expires. This rule will be inflexibly enforced, unless there are circumstances connected with the withdrawal which will justify settling the account at the specified rates.

TO OUR FRIENDS.

It would be very gratifying to us to have our friends, who are indebted for subscriptions and advertising to THE NAUTICAL GAZETTE, to forward the sums due us without further delay. The aggregate is quite large, and is needed more especially at this time, when personally we are unable, by reason of injuries received some six weeks ago, to attend to business as closely as before we were thus laid up. We hope this gentle reminder will have the desired effect at once.

Mr. Brady, a professional seaman, and a passenger from Liverpool to Philadelphia, in the steamer *Pennsylvania*, claims salvage for safely navigating that vessel to port, after her captain, chief and second officers had been washed overboard, and the third officer, for some reason not quite clear to us, had not assumed command. We regret that this question should have arisen, for we do not think it will in any wise better the condition of the claimant; still, we wish that the Steamship Company had made the donation to Mr. Brady a trifle larger. The claimant has evidently listened to some of the legal profession, and has not stopped to take a look at the future; for even in event of his obtaining a large salvage award, he will in future be shunned by steam lines. Maude & Pollock, eminent English Barristers at Law, in their compendium of the Law of Merchant Shipping, state: "Passengers are not bound, for the purpose of saving the vessel or cargo, to do any act inconsistent with their own safety; consequently, where a ship, being in danger, was deserted by the master and a portion of the crew, and a passenger took command and brought her safely to port, it was held that he was entitled to salvage." Newman *v.* Walters, 3 b & p 613. See also remarks of Lord Stowell in *The Two Friends*, 1 Rob., 285; the *Salacia*, 2 Hagg, 269; the *Hope*, 3 Hagg, 423, and in the *Branston*, 2 Hagg, 3, note: Lord Stowell refused to allow salvage to a passenger who was a naval officer.

Salvage is not claimable in every case in which work and labor is done about the preservation of a ship and cargo; there must, usually, in order to support a claim for salvage, be skill, enterprise and risk on the part of the salvor, and peril with respect to the property saved.

On last Wednesday afternoon, at Chester, on the Delaware, in the presence of one of the most distinguished gatherings ever assembled on such an occasion, and amid the plaudits of admiring thousands, the *City of Peking*, built by John Roach, for the Pacific Mail Steamship Company, glided into her future element. It was an event of National importance, and one of more than usual significance, and which gladdened the heart of every true American, and especially those who feel a patriotic interest in the development of our commercial marine and its prosperity. The occasion was indeed a joyous one—nothing marred the event—and we can set down the 18th of March, 1874, as a "red letter" day in the calendar of American ship-building. The noble ship, a triumph of naval architecture, floats to-day without a peer on the waters of the world, a triumph of skill, enterprise and mechanical ability. A natural pride beamed from the countenances of all who aided in her construction, which seemed reflected from those who were present on this occasion. America gave proof on Wednesday of what she can do, and the event marks the beginning of an era in which she will demonstrate what she *will* do towards gaining her wonted place on the water courses of the globe.

Next week we shall give an elaborate description of the ship.

Statistics show that an average of *six* vessels are lost every day in the year, or two thousand one hundred and ninety per annum, and too frequently the destruction of the ship implies the loss of all hands. In January last no less than 168 sailing vessels and 18 steamers were totally lost, and of this number 92 were under the British flag. This is a very bad record, and one which we should think might be bettered, but it will not be until a far different class of vessel is constructed. It is very rarely that we hear of one of our little coastwise steamers being injured in a gale of wind, and when it does occur, the accident can be traced to some act of negligence on the part of an officer. We do not build ships to lose them; the truth is, we build better models, and we do not ask a ship to do more than she is able to do. Some of the present type of ocean steamers are so constructed that to save themselves they *must be driven*, or else they would fall off into the trough of the sea and be swamped. As long as their machinery holds out, they are able to get along with nothing worse than swept decks and hair-breadth escapes, but the day of terrible disaster is not far distant for some of these botches of marine architecture (!)

It is doubtful if any of the vessels which went into commission during the late threatened war with Spain will be put out of commission very soon. The department has plenty of rations, but no money; so Jack must be kept afloat so long as there is biscuit in the bag, and no shot in the locker. This is a pretty mess for Congress to get the Navy in, yet this is the condition of things which our wise (!) legislators at Washington have marked out for the Navy Department. Jack will have little or no liberty on shore, no money to spend even if he gets there, but he can console himself in his lonely watch by munching hard tack and praying for Congress.

Will Captain Duncan inform the public how much money he has received for shipping men for the Navy of the United States? Does he not receive two dollars for each man so shipped? Did he not receive at least $500 in one month for such services? Did he make any returns for this service? Did he receive anything from the outfit-money or advance wages of these sailors he so carefully protected (!) Did not the Government pay the expressage of the naval seamen's effects from the Rendezvous to the Receiving Ship? Let us hear from the Shipping Commissioner, or maybe the Seaman's Friend Society will have the goodness to "investigate" the subject, and report (!) thereupon.

This week we give the second instalment of the New Orleans Prize Lists. The demand for the paper containing these lists has been unprecedented, and our energies have been severely taxed to supply the calls made for them. It is estimated that the sum awarded will net to claimants about two months' pay, except, of course, the higher grade of division officers.

The Light-House steamer *Fern* arrived at this port, from Key West, on the 17th.

Capitol Notes.

WASHINGTON, March 19, 1874.

The hopes of some and the fears of others are realized so far as going to the European Station is concerned. The vessels at Key West are to separate and go their several ways. The way of the *Franklin* will be to take the place of the flag-ship *Wabash*, and return to her cruising grounds of three years ago in the Mediterranean. The *Lancaster* goes back to the South Atlantic, to an Admiral who at present has one second rate and one fourth rate for his fleet.

The act changing the titles of the Asst. Engineers was approved too late to permit the new titles being used in the Navy Register for 1874, but there is a note at the end of its index giving the change.

Rumors of important naval engagements are growing louder, but the more we hear of them the more charming and the less dangerous do they appear.

A Lieut.-Commander, on duty at this Navy Yard, who was one of the groomsmen a short time ago at the marriage of an officer of the pay corps of the navy, has received the happy promise from the fair daughter of a gentleman early a general in the rebel army in the late war.

An Asst. Engineer officer, on duty at the Navy Department, is to be made supremely blest next Autumn by the eldest daughter of the General of the Army.

There is a startling pricking up of the ears of all unmarried officers at such a beginning of Lent, and many fears are entertained of things that may yet happen.

The Navy Department was very quiet yesterday, so many of its inhabitants were at Chester, Pa., to see the big launch. The chiefs of the Bureaux of Equipment and Recruiting, Steam Engineering, Navigation and Construction, went on. John Roach deserves the thanks of the country for having proved, by the construction of that great vessel, that Americans can still build ships, and are not satisfied with the little ones only. That necessity is the mother of invention is no truer than that this country needs just such men as Mr. Roach, and, needing them, develops them when they happen to possess some natural genius. May his reputation become greater and his productions more numerous.

MERRIMAC.

Sir L. Lorraine, who recently commanded the British frigate *Niobe*, and by whose active intervention the lives of many of the *Virginius* prisoners were saved from massacre at Santiago, will soon arrive at this port. The Army and Navy Club propose to give him a formal reception, as some acknowledgment of his services in protecting American citizens.

Admiral Porter, whose recent illness was said to be of an alarming nature, has, happily, passed the crisis, and is now on the high road to recovery.

OBITUARY.

Rear-Admiral Joseph Lanman, U. S. N., died at his residence, at Norwich, Conn., on the 13th. He was born at Norwich, July 11, 1811, and was in the sixty-third year of his age at the time of his death. He was appointed from his native state as midshipman January 1, 1825, and two years later was attached to the *Macedonian*, on the Brazil station, and the *Peacock*, on the W. I. station in 1830. On the 4th of June, 1831, he was promoted to passed midshipman, and under that commission served in the *Dolphin* and *Vincennes* on the Pacific Squadron from 1834 to 1836. His lieutenant's commission bore date March 3, 1835, and he served in the *Warren* in 1840; was on ordnance duty 1845-6; Pacific Squadron, 1847-8. In the latter year he was complimented by being made bearer of dispatches from his commanding officer to the authorities at Washington; was on special duty in 1849-51, and in the *San Jacinto* in 1852-3. On the 14th of September, 1855, he was commissioned as commander, and until 1856 was at the Washington Navy Yard. In 1859-61 he commanded the *Michigan*, on the Lakes. In 1861 he was made captain, and in 1862 commanded the *Saranac* in the Pacific. August 29, 1862, brought him a commission as commodore, and in 1863 he was in command of the *Lancaster* and in 1864-5 commanded the *Minnesota*.

The Commodore commanded the 2d Division of Porter's Squadron at the two attacks upon Fort Fisher and performed his duties very efficiently. His commission as rear-admiral bore date December 8, 1867, and in 1867-8 he was Commandant of the Portsmouth Navy Yard, and in 1869-70 he was in command of the South Atlantic Squadron, from whence he returned in May, 1872. He was retired on the 18th of July, 1872, in conformity with section 1 of the act of December, 1861, and its amendments, dated June 25, 1864.

Admiral Lanman was a very quiet, unobtrusive officer, greatly esteemed as an officer and a gentleman, and enjoyed the respect of all who knew him.

David Edwards, M. D., Medical Director of the United States Navy, died at his residence, Chestnut Hill, near Bridgeport, Conn., on the 18th inst., in the seventy-ninth year of his age. He was born in Connecticut, and was appointed to the service from that State. His first commission bears date of July 30, 1818, and his latest warrant that of March 3, 1871. Dr. Edwards had a total sea service of 16 years, his last cruise terminating in the month of October, 1859. He was a very efficient officer, and enjoyed the confidence and esteem of the Government.

Mr. Robert Warnock, senior member of the firm of Warnock & Co., of this city, died, on the 4th inst., aged 59 years. Mr. Warnock was an exceedingly active, energetic man, who, by dint of conscientious and careful business qualities, built up one of the best houses in his trade in this city. He was a thorough Christian gentleman, and his numerous friends will not soon forget him.

During the recent voyage of the steamer *Great Republic* from Hong Kong to Yokohama, Second Lieut. Frederick P. Ela, of the U. S. Marine Corps, committed suicide by jumping overboard. The cause of the act is not known. He was attached to the frigate *Hartford*.

YACHTING.

The following yachts are now at James E. Smith's yard, Nyack, viz: *Madaleine*, *Gracie*, *Ariadne*, *Breeze*, *Vinnie* and *Egerla*. The *Vision* lies at Voorhis' yard, Upper Nyack. The work of lengthening the *Tidal Wave* is finished, and she is at her moorings in the river, opposite Commodore Voorhis' Kiosk, at Nyack; she is the first yacht in commission for 1874. The *Gracie* is undergoing various alterations, being lengthened seven feet, widened two, and made six inches deeper. She is to have new spars and sails and a new deck and frame.

The *Rockland Co. Journal* says: Our friend, Abram A. Seank, has again been playing artist, and the result of his labor may be seen in the window of the drug store of Messrs. DeGraff & Blauvelt, on Broadway. The scene is the broad ocean, stretching off to the horizon, while in the near foreground is the celebrated sloop yacht *Vision*, owned by James Alexandro, Frank Baker, of Nyack, sailing master. The deep green swell of the ever-restless sea is seen to splendid advantage, and the gallant craft is sketched at the moment when she appears to be poised upon the top of one of the largest swells. The rigging, sails and everything about the craft seems to be perfect, and we are of the opinion that very many of our marine artists would be troubled to execute as fine a picture as our amateur friend has produced.

The *London Field* of Feb. 28, says: Mr. Fish, the yacht designer, of New York, arrived at Cowes in the steamship *Hermann* this week, having been requested by Mr. Loubat, the owner of the American yacht *Enchantress*, now lying in the Medina, to come to England, and carry out whatever improvements he thought necessary in order to bring her out as a racer this season. Mr. Fish is well known for the success with which he altered the *Sappho*, and made her one of the fastest yachts ever sailed. We understand that immediate steps will be taken to put the *Enchantress* in racing trim. Mr. Fish brought over with him, in the *Hermann*, a new suit of cotton racing sails for her.

The Union Yacht Club.

At a recent meeting of the representatives of the several yacht clubs belonging to Hudson County, N. J., the Bayonne and Pavonia Yacht Clubs were consolidated, under the style of the Union Yacht Club, of New Jersey. The new club will be under the charter of the Bayonne Club, and will begin the season with twenty vessels, some of which have already attained a wide reputation for speed. The record of the *Meta*, for 1873, was brilliant, and her owner, Commander Beling, is determined that the present season shall add to her fame. The names of the yachts belonging to the new organization are as follows: *Addie*, *Addie Taylor*, *Annie Mac*, *Commodore*, *Eclipse*, *Elize*, *Emma Hilton*, *Frou Frou*, *Idle Hour*, *Irene*, *Jeanette*, *Meta*, *Minnie*, *Nellie D.*, *Plover* and *Qui Vive*. Two new vessels are now building for the club.

Yachting Notes.

The schooner yacht *Juliette*, formerly belonging to the New York Yacht Club, has been sold by Captain Sidney P. Rackett, of Greenport, to Captain Francis L. Norton, of this city, for $3,000. Captain Norton has taken her to Stonington for an outfit.

The next regular meeting of the Brooklyn Yacht Club will be held at the rooms of the club, No. 26 Court Street, Brooklyn, on Wednesday evening next, 25th inst., at 8 o'clock.

The Jersey City and Oceanic Yacht Clubs have declined to consolidate.

British Navy in Chinese Waters.

The following is a list of vessels of the British Navy in Chinese waters at the beginning of the present year:

Name.	*Rig.*	*Guns*	*H. P.*	*Where at.*
Avon	Sc. gun vs.	4	120	Singapore
Cadmus	Steam Corvette	17	400	Shanghai
Curlew	Sc. gun vl.	3	160	Shanghai
Dwarf	Sc. gun vl.	4	20	Yokohama
Elk	Sc. gun vl.	4	120	Tientsin
Flamer	Hospital	—	—	Hongkong
Frolic	Sc. gun vl.	4	100	Hongkong
Hornet	Sc. gun vl.	4	120	Amoy
Iron Duke	Sc. iron sh.	14	800	Hongkong
Kestrel	Sc. gun vl.	4	100	Hongkong
Meanee	Military Hosp'l	—	—	Hongkong
Midge	Sc. gun vl	4	120	Singapore
Mosquito	Gun-boat	4	60	Hankow
Opossum	Gun-boat	3	60	Hongkong
Pr'ss Charlotte	Receiving-ship	12	—	Hongkong
Rinaldo	Screw sloop	7	200	Hongkong
Ringdove	Sc. gun vl.	3	160	Shanghai
Salamis	Pad. dis. vessel	2	250	Hongkong
Teazer	Sc. gun vs.	4	120	Foochow
Thalia	Steam Corvette	6	400	Bangkock
Thetis	Steam Corvette	13	350	To Aden
Thistle	Sc. gun vs.	4	120	Yokohama

Universal Navy List (Bureau Veritas.)

We are under obligations to Capt. S. Harding, the Surveyor General of Bureau Veritas for the United States, for a copy of this work, which contains most valuable statistics of over 60,000 vessels belonging to all nations of the globe. The work has been compiled with great care, and is the result of the labors of 165 surveyors, scattered all over the world. This book contains only the data respecting sea-going vessels, 56,281 of which are sailing vessels, and 5,148 steam vessels, aggregating 18,514,029 tons. For sailing vessels the data given is name, rig, tonnage, nation, when built, owner and port belonging to. The steam list is published in a supplemental volume, and contains the vessel's name, master's name, rig, tonnage, horse power, flag, when built, proportions of beam and depth to length, where built, builder, mode of propulsion, dimensions, owners and port of registry. The work has no equal in the world for the quantity or character of its contents, and in value is beyond comprehension to those who need such a work of reference. It contains over 1,600 pages of the finest type.

THE NAVY.

UNITED STATES NAVY LIST.

The following is a list of the vessels of the U. S Navy now in commission and fitting out, and their present station:

ASIATIC STATION.

Name.	Guns.	Station.
Hartford, s. s.....	18	At Hong Kong, Dec. 8.
Lackawanna, s. s..	10	At Nagasaki, Dec. 20.
Iroquois, s. s	6	Ordered to S. F.
Kearsarge, s.s... ..	6	For Asiatic Station.
Ashuelot, p. s... ..	6	At Yokosaks, Dec. 23.
Monocacy, p. s.....	6	At H.K'g, Dec. 13.
Saco, s.s.....	3	Yokohama, Dec. 23.
Yantic, s.s.....	3	At Singapore, Jan. 15.
Palos, s. s.....	6	For Shanghai, and Hong Kong.
Idaho, s..	†7	At Yokahama, Dec. 23.

EUROPEAN STATION.

Wabash, s.s.....	45	Key West, Mch. 11.
Congress, s.s.....	16	At Key West, Mch. 11.
Shenandoah, s.s...	11	At Key West, Jan. 23.
Wachusett, s.s.....	6	For the North in April
Alaska.....	12	At Key West, Mch. 11.

NORTH ATLANTIC STATION.

Worcester, s.s.....	15	For Barbadoes, Feb. 10.
Juniata, s.s...	8	At Key West, Feb. 25.
Powhatan, p.s. ...	17	En route to Key West.
Canandaguia, s.s ..	10	At Key West, Jan. 21.
Wyoming, s.s.....	6	At Key West, Jan. 23.
Shawmut, s.s.....	3	En route to Key West.
Ossipee.....	8	At Tybee, Feb. 12
Pawnee, s...	†2	Key West, Nov. 20.
Saugus, i.c	2	Key West, Nov. 20.
Dispatch, s.s.....	2	At Key West, Mch. 5.
Piuta, d.....	2	At Key West, Mch. 5.

SOUTH ATLANTIC STATION

Lancaster, s.s.....	22	At K. W. Feb. 9. for S.A. Sta'n
Ticonderogs, s.s...	11	At Key West, Jan. 23.
Wasp, p.s	1	In Brazil waters, surv'g, Dec. 30

PACIFIC STATION.

Richmond, s.s.....	14	At Mare Island, Feb. 10.
Pensacola, s.s	22	South Pacific Coast.
Benicia, s.s.....	12	For Honolulu, Jan. 5.
Saranac, p.s...	11	Cruising on Mexican Coast.
Omaha, s.s...	12	To sail for Callao, Jan. 26.
Tuscarora, s.s.....	6	At Honolulu, Feb. 15.
Narragansett, s.s..	5	At Mazatlan, Feb. 8.
Onward, s.....	3	Store ship, Callao, Peru.
Monongahela, s.s..	11	At Rio, Jan. 26.

SPECIAL SERVICE.

Kansas, s.s.....	3	At Key West, Jan. 20.
Portsmouth, s.... .	51	Mare Island.
Guard, s.....	4	At Gibraltar, Mch. 1, for N.Y.
Michigan, p.s.....	†8	On the Lakes.
Frolic, p.s..... ...	†8	At New London, Mch. 7.
Tallapoosa, p.s....	—	Special Navy Yard duty.
Santee, s.....	49	Gunnery ship, Annapolis.
Dale, s..... .	8	Practice ship, Annapolis
Saratoga, s.....	8	Naval Academy.
Plymouth.....	10	Portsmouth, N. H.
Ajax, i.c.....	2	At Tybee, Feb. 12.
Manhattan, i.c. ..	2	At Key West, Dec. 24.
Mahopac, i.c... ...	2	At Key West, Dec. 24.
Franklin, s.s.....	39	At Key West, Jan. 2.
Brooklyn, s.s... ..	20	Havana, March 13.
Colorado, s.s.....	45	Ordered to Cuba.
Alarm, tor. boat...	—	At New York.
Roanoke, i.c.....	6	New York Harbor defence.
Dictator, i.c.....	2	At Key West, Feb. 19.
Terror, i.c..	4	At Philadelphia, Dec. 31.
Canonicus, i.c.....	2	En route to Key West.
Lehigh, i.c.....	2	At Wilmington, Del., rep.
Rescue, d.....	2	En route for Key West
Fortune, d.....	2	Dispatch service.
Gettysburgh, p.w..	4	For Aspinwall, Feb. 27.
Mayflower, d.....	2	At Key West, Mch. 10.
Shawmut, s. s.. ...	3	At Key West, Mch. 12.
Constellation, s....	10	At Annapolis.
Montauk, i. c..	2	At New York to repair.

RECEIVING SHIPS.

New Hampshire, s..	15	Norfolk, Va.
Ohio, s..... .. .	5	Boston, Mass.
Vermont, s....	16	Brooklyn, N. Y.
Independence, s...	22	Mare Island, Cal.
Sabine, s.....	36	Portsmouth, N. H.
Savannah, s... ...	19	At Portsmouth, Va., Dec. 12.
Relief, s	2	At Washington Yard, Jan. 30.

NOTE.—s.s., screw; p.w., paddle-wheel: i.c.. ironclad; s.. ship; d., dispatch boat.
†Howitzers.

Portsmouth Navy Yard.

MARCH 19, 1874.

This yard presents a very quiet aspect, in consequence of the suspension of work last Monday in the Department of Construction, the amount of money allotted for this month having been entirely expended. Orders have been received to have the repairs on the *Speedwell* and *Bluelight* completed within three weeks, which will necessitate the immediate resumption of some of the work which has been suspended.

Two of the new boilers for the *Plymouth* are now under the shears, waiting to be placed in the vessel, as soon as the carpenters remove the decks. She is ordered to be ready for sea by the 1st of May, and the riggers have commenced work upon her.

A *ball*, complimentary to Capt. English, is to be given in the sail-loft next Thursday evening, and it is now being decorated by the officers attached to the yard. Capt. English, who is about leaving here to join the European squadron, carries with him the best wishes of his numerous friends, for his courtesy and gentlemanly conduct to all, while acting as Executive Officer of this yard.

Chief Engineer Thomas Williamson is detached and placed on waiting orders. Chief Engineer David B. Macomb is ordered to duty as Chief Engineer of the yard. Capt. Young is ordered as Executive Officer. He was formerly attached to this station in charge of the Ordnance Department. William Benson, of Biddeford, is appointed foreman pattern maker in the Department of Steam Engineering, *vice* William Hancock, removed. It is rumored that the *Franklin*, *Wyoming*, *Wachusett*, and half a dozen other vessels are coming to this yard to be laid up.

Gosport Navy Yard.

PORTSMOUTH, Va., March 19, 1874.

The third rate steamer *Shawmut*, which arrived at the Navy Yard yesterday from Washington, went into the dry dock this morning for the purpose of cleaning and repairs. A considerable force of workmen were at once put on her, consisting of carpenters, machinists, sailmakers and riggers, and orders were issued to have her ready for sea by Saturday night, so that she can proceed on her voyage to Key West. A supply of seventy-five tons of coal was also ordered to be placed on board. The following are the officers of the *Shawmut*: Commander H. L. Howison, commanding; Lieut.-Commander Francis Morris, Executive; Lieut. William A. Morgan, Navigator; Masters, John Garain, A. R. Osborn and W. E. B. Delihay; Ensign, Jacob Hunker; Passed Asst. Surgeon, D. C. Burleigh; Past Asst. Paymaster, Joseph Foster; First Asst. Engineer, J. Van Havenberg; Pay Clerk, Francis Malony; Captain's Clerk, Gurney St. Clair Smith.

Chief Engineer William B. Brooks, who has been ordered to the *Franklin*, as fleet Engineer of the European Squadron, left to-night to join his ship at Key West.

To-day there were 514 men on the Navy Yard roll; all are on half time. The Yard looks comparatively deserted.

Dispersion of the Key West Fleet.

The Secretary of the Navy has issued orders for the dispersion of the fleet at Key West. Rear Admiral Case will transfer his flag from the *Wabash* to the *Franklin* and return to the European Station. A change of officers is to take place in the *Congress*, which may delay somewhat the departure of that vessel. The *Wabash* is to return to Boston. There is to be a transfer of crews between the *Wyoming* and the *Wachusett*, and then the former vessel will go to the Washington Navy Yard. The *Shenandoah* is coming to New York, and the *Ticonderoga* is going to Norfolk. The *Lancaster* goes back to the South Atlantic Station. The execution of these orders will leave the following vessels for the present on the North Atlantic Station: *Colorado*, *Worcester*, *Canandaigua*, *Ossipee*, *Wachusett*, *Kansas*, *Brooklyn*, *Shawmut*, *Powhatan*, *Dispatch*, *Pinta*, *Fortune*, *Mayflower*, *Saugus*, *Mahopac*, *Dictator*, *Ajax*, *Canonicus*, *Manhattan* and *Pawnee*.

U. S. Navy Regulation Circular No. 9.

NAVY DEPARTMENT, WASHINGTON, March 17, 1874.

Purchasing Paymasters will procure all articles necessary to be bought on open purchase requisitions at the places at which they are stationed, if it is practicable to do so, unless they are satisfied that any particular item or items can be purchased elsewhere at a lower price. In such case, or if any articles so required cannot be procured at the place in question, reference will be made immediately to the Bureau concerned.

GEO. M. ROBESON,
Secretary of the Navy.

Miscellanecus Naval Items.

The *Brooklyn* arrived at Havana on the 13th.

The *Shawmut* left Washington, for Key West, on Monday last.

The *Kearsarge* left San Francisco ou the 4th inst., for a three years' cruise to China.

One hundred and twenty-eight workmen were discharged from the Washington Navy Yard on Monday last.

The *Powhatan*, having the *Canonicus* in tow, arrived at Key West on the 18th inst. The former vessel arrived at Havaua on the 19th.

The Brooklyn Navy Yard will be closed on and after April 1 next.—*The World.*

[Of course it will. Any (April) fool knows that.]

The U. S. steamer *Saranac* is supposed to be on her way from San Francisco to this port, to assist in the new Isthmus survey, as a large mail is already here awaiting her.—*Panama Star and Herald*, March 4.

The Second Number of "The Progressive Ship-Builder" will be ready on Monday next, the 23d inst. In making this announcement, we take occasion to thank the press of this country and Canada for the many favorable notices given the work. Our friends will also be glad to learn that the success of the project is assured.

NAVAL ORDERS.

MARCH 13.

Ordered.—Commodore John C. Watson to duty as Inspector of Ordnance at the Navy Yard, Mare Island, by the 25th of April next.

Detached.—Captain Earl English, from the Navy Yard, Portsmouth, N. H., and ordered to command the *Congress*, at Key West, Fla.; Commander John P. Russell from duty as Inspector of Ordnance at Mare Island Navy Yard, and ordered to Washington, D. C., for examination preliminary to promotion; Master Wm. H. Everett from the *Congress*, and ordered to the *Wyoming*.

MARCH 14.

Ordered.—Captain O. C. Badger to command the receiving-ship *Ohio*, Boston Navy Yard.

Detached.—Capt. Jonathan Young from the command of the receiving-ship *Ohio*, and ordered to the Navy Yard, Portsmouth, New Hamshire, as Executive; 'Lieut. Wells L. Field from duty in the Bureau of Navigation on the 20th inst., and ordered to the *Franklin* at Key West, Fla., per steamer of 21st inst. from New York; Midshipman Downes L. Wilson from duty at the Navy Yard, Washington, and placed on waiting orders; Asst. Surgeon H. M. Martin from the *Colorado* on the 5th inst., and placed on waiting orders; Passed Asst. Engineer E. M. Oshorn from the *Dictator* on the 7th inst. and placed on waiting orders.

"Protection" of "Poor Jack" by the A. S. F. S.

Take, for instance, a society that claims to be both a charitable and missionary society, the American Seamen's Friend Society, and the Ladies' Union Relief, and we have:

	For Relief.	For Salaries.
American Seamen's Friend Society.....	$56 43	$42,305 11
Ladies' Union Relief..... .	13,815 64	Nothing

It is not difficult to see that these gentlemen, who live on salaries aggregating $42,305, could not do much for "poor Jack" with the $56.43 they disbursed in one year.—*N. Y. Herald*, *March* 18.

The Hudson River is now open for navigation to Albany. The People's Line steamer *Drew* will make her first trip for the season this evening from Albany.

The Cunard Fleet.

The *Bothnia*, which is the largest steamship that has yet been constructed for the Cunard Line, was launched on the 4th inst., from the ship-building yard of Messrs. J. and G. Thomson, at Dalmuir. The *Bothnia* is upwards of 4,500 tons burden, and of the following dimensions: Length over all, 455 ft.; breadth of beam, 42 ft. 6 in.; depth, 36 ft. Accommodation is provided for 300 first class and 800 third class passengers. She is bark rigged, and has four decks, namely—the upper or promenade deck, the spar deck, and main deck, and the lower or orlop deck. The *Bothnia* is fitted with compound engines of 600 horse-power, of the massive description common to Cunard liners, and so essential for safely ploughing the Atlantic. There are two jacketed cylinder engines, the small cylinder being 62 in. and the larger one 106 in., and eight boilers, with 24 furnaces in all. That abundance of fuel will be provided for the ship may be inferred from the fact that the coal bunkers are capable of holding 1 200 tons—a quantity more than sufficient to carry her across to America and back again. Steam winches of extra size are attached to all the hatches, and the weighing of the anchor is secured by the use of Harfield's steam windlass. The steam steering gear is amidships, besides which she has powerful screw gearing; and in further supplement of the guiding resources of the vessel, it may be directed from a wheel house aft, in the event of the steam gearing getting out of order while at sea. The *Bothnia* is built in the most substantial manner, and is indeed in all respects one of the finest of the 34 steamships which have been constructed by the Messrs. Thomson, for the Cunard Company. The iron scantlings are exceedingly strong, the ship being double-plated for a considerable distance round the bilge, and having nine intercostal keelsons, while the spar deck, which is all of teak, is plated with iron. She is also strengthened fore and aft, by way of resisting the action of the sea. There are 12 small boats on board, all fitted as life-boats, which is an unusual number for such a vessel. While the strength and safety of the ship have been thus carefully attended to, no less solicitude has been shown to promote the comfort of the passengers, and to maintain the high character of the company's fleet in respect of the elegance and completeness of their appointments. It may indeed be said that nothing has been omitted which good taste could supply, and that those who sail in the *Bothnia* will find it to furnish the comforts of home in as great a measure as they are ever likely to experience while crossing the Atlantic. In the upper or promenade deck separate cooking ranges, with pantries, etc., are provided for the first and third class passengers, the edibles, when ready for the table, being lowered to the dining-rooms through a hoist. The saloon for first class passengers, situated nearly amidships, is about 41 ft. square, and will dine upwards of 300 persons at one time. The furnishings and decoration are of the most superb description. First class passengers are accommodated for the most part on the spar deck, and here also are the confectioner's shops, etc., while the third class passengers are below on the lower deck. On the promenade deck is a large smoking-room for gentlemen, and a handsomely fitted-up cabin for ladies, the lower decks being reached by companions. The state-rooms are exceptionally large and well-lighted, and the ventilation all through the ship has received great attention.

The *Scythia*, sister ship to the *Bothnia*, and the *Saragossa* and *Cherbourg* are being built in the same yard, and will shortly form an important addition to the squadron of steamers belonging to the world-famed Cunard Company, the pioneers of Transatlantic steam communication. The establishment of a mail steam service between Great Britain and North America was projected in 1839 by this company, who entered into a contract with the Admiralty for the conveyance of the mails, and the *Britannia*, the first steamer of the line, sailed on the 4th of July, 1840, from Liverpool for Halifax and Boston. But the Messrs. Burns, of Glasgow, and Messrs. MacIver, of Liverpool, had long prior to that date been engaged in steam navigation, as will be seen from the records of the Custom House, from which it appears that, after abandoning sailing vessels, they commenced to employ steamships in 1824, since which time they have had under their flag 164 steamers, the present fleet of the company consisting, as will be seen from the following table (which we have compiled from the official registers recorded at the Custom House) of 49 steamships, comprising a tonnage of upwards of 90,000 tons, and nearly 15,000 horse-power—far exceeding the entire fleet of the Imperial German Empire. The whole property of the company is now owned by three families—the Messrs. Burns, of Glasgow; Messrs. MacIver, of Liverpool; and Mr. William Cunard, who resides in London. His father, the late Sir Samuel Cunard, Bart., originally came from Halifax, in Nova Scotia, and formed a connection with Messrs. Burns and MacIver, who, by their united efforts, have constructed a navy greater than that of most of the maritime powers of the world, and are now employing a larger number of sailors than any of them, if we except the first States of Europe and America. The Cunard Fleet consists of the following named vessels:

Name.	Tons	H.P.	Name.	Tons.	H.P.
Scotia.....	3,871	1,000	Llama... ...	686	280
Russia.	2,960	600	Camel... ...	691	250
Java.....	2,696	600	Racoon.....	831	300
Cuba.....	2,668	560	Raven.	778	150
China.....	2,638	420	Calabria.....	2,901	400
Samaria.....	2,498	300	Batavia.....	2,553	450
Siberia.....	2 605	300	Abyssinia....	3,253	500
Malta.....	2.132	280	Algeria.... ..	3,297	500
Palmyra.....	2,044	260	Bear.....	691	150
Tarifa.....	2,058	280	Parthia.....	3.430	450
Aleppo.....	2,057	280	Trinidad... .	1,899	300
Kedar.....	1,875	212	Demerara....	1,904	300
Atlas.....	2 393	300	Owl.....	914	230
Morocco.	1,783	250	Nantes.....	1,472	160
Sidon.	1,853	212	Brest.....	1,472	160
Marathon....	2,403	300	Cherbourg...	1.600	160
Olympus....	2,415	270	Bothnia	4.500	600
Hecla.....	2,421	270	Scythia	4.500	600
Balbec.....	774	150	Saragossa....	2.500	300
British Queen	763	150	Hornet.....	550	100
Stromboli....	734	100	Wasp.....	550	100
Jackal.....	180	100	Alpha.....	653	112
Satellite.....	157	80	Beta.....	1,087	160
Penguin.....	680	180	Delta.....	644	120
Buffalo... ...	686	250			

OCEAN STEAMERS.

Movements of Ocean Steamers.

AMERICAN S. S. CO. OF PHILADELHIA.
PHILADELPHIA AND LIVERPOOL LINE.

PETER WRIGHT & SONS, Gen. Agents, Phila.

From Philadelphia.	From Liverpool.
	Indiana .....Mch. 7
	Abbotsford.... " 11
	Illinois..... " 18

ANCHOR LINE.

From New York.	From Glasgow.
Australia... .....Mar. 25	Australia..... Mch. 7
Italia..... .. " 28	Caledonia..... " 11
Ethiopia..... ...April 1	Ethiopia..... " 14

BALTIC LLOYD.

[Stettin-American Mail Steamship Co.] CHARLES RAMMELSBERG & Co. Office, No. 40 Broadway. Steamers sail from Pier No. 13, N. R., New York.

From New York.	From Stettin.
E. M. Arndt... ...Apr. 18	Washington.....Apr. 2
Washington..... " 30	Humboldt..... " 16

BREMEN LINE.

From New York.	From Bremen.
Ohio.....Mch. 25	America.....Mch. 7
Mosel..... .... " 28	Hermann..... " 11
America.....April 1	Hansa..... " 14

CUNARD LINE.

CHARLES G. FRANCKLYN, Agent. Offices, No. 4 Bowling Green, and No. 111 Broadway, New York. Company's wharf, Jersey City.

From New York.	From Liverpool.
Algeria... .....Mch. 25	Cuba.... ..... Mch. 21
Java.....Apr. 1	Java..... " 14
Cuba..... ... " 8	Abyssinia..... " 28

HAMBURG LINE.

From New York.	From Hamburg.
Thuringia.....Mch. 26	Westphalia.....Mch. 11
Westphalia....Apr. 2	Pommerania.... " 18
	Holsatia... .... " 25

INMAN LINE.
[CARRYING THE MAILS.]

JOHN G. DALE, Agent. Office, No. 15 Broadway N.Y. Company's wharf Pier No. 45, N. R.

From New York.	From Liverpool.
City of Brooklyn..Mar. 28	City of Brooklyn..Msr. 12
City of Brussels... Apr 4	City of Brussels... " 19
City of Paris.. ... " 11	City of Paris ..... " 26

LIVERPOOL & GREAT WESTERN S.S. CO.
[CARRYING THE MAILS].

WILLIAMS & GUION, Managers. Offices, No. 69 Wall Street, and 29 Broadway, New York. Company's wharf Pier No. 46, N. R.

From New York.	From Liverpool.
Minnesota..... .Mch 24	Wyoming .....Mch. 12
Nevada. .. .. " 31	Nevada..... ... " 18
Wyoming... .....Apr. 7	

NATIONAL LINE.

F. W. J. HURST, Manager. Office, No. 69 Broadway, New York, Company's Piers, 44 or 47, North River.

From New York.	From Liverpool.
Canada..... ...Mch. 25	Egypt.....Mch. 11
Egypt..... " 28	The Queen..... " 18
Greece..... Apr. 4	Greece..... " 25

STATE LINE.

From New York.	From Glasgow.
State of Alabama. Mch. —	State of Georgia. Mch. 13
Stste of Penu'a...Apr. 4	State of Virginia.. " 21
	State of Penn'a... " 28

GENERAL TRANSATLANTIC COMPANY.

From New York.	From Brest.
Pereire.....Mch. 21	Amerique..... ....Mch. 12
Amerique..... Apr. 4	Europe..... " 26

RED STAR LINE.

PETER WRIGHT & SONS, Gen. Agents. Office, 307 Walnut St. Phils.

From Philadelphia.	From Antwerp.
	Cyble..... ..Mch. 12

WHITE STAR LINE.

From New York.	From Liverpool.
Republic..... ....Mch. 28	Republic..... Mch. 12
Celtic..... .... .Apr. 4	Celtic..... ... " 19
Adriatic..... " 11	Adriatic..... " 26

The day is not far distant when every passenger ship will carry rafts; and we do not see why large yachts, especially if propelled by steam, should not also carry such a handy floating body. Two other yachtsmen (Mr. Ashbury and Mr. Brassey), we understand, are having rafts made for their steam yachts, and one of the large steamship companies are making arrangements to fit the whole of their fleet with them.—*London Field.*

The ship *North American*, of Boston, Capt. Tucker, arrived at Liverpool March 4th, 93 days from San Francisco.

Letters from the People.

An old subscriber says: "You have written some splendid articles upon the treatment of the 'sailor.' You have written more sense on the subject of Jack's condition, &c., than I have ever seen in print before. Go on and do it some more."

During the prevalence of the fog on Tuesday, Wednesday and Thursday last, some few collisions occurred between the ferry-boats and other craft, but we have heard of the occurrence of no serious accident. On Thursday a schooner was run into off the Battery, and a steamer went ashore on Governor's Island.

Arrivals and Departures.

FRIDAY, MCH. 13.

Arrived—Glamorgan, left Cardiff Feb. 28; Ohio, 2.45 p. m., left Southampton, Feb. 28. 3.15 p. m.; Gaelic, 6 p. m., passed Queenstown, March 1, 1 p. m.

SATURDAY, MCH. 14.

Arrived—Cornwall, left Liverpool Feb. 25; Mosel, 6 a. m., left Southampton March 3, 5 p. m.

Sailed—Baltic, City of Baltimore, Spain, Trinacria, Main.

SUNDAY, MCH. 15.

Arrived—City of Richmond, 9.13 p. m., left Queenstown March 6, 4.23 p. m.

Arrived out—At Rotterdam, Maas, left N. Y. Feb. 28.; at Queenstown, Cuba, 1 a. m., left N. Y. March 4, 4.30 p. m.

MONDAY, MCH. 16.

Arrived—Steinmann, left Antwerp Feb. 19; Rot-

team, left Plymouth March 4; Oceanic, 2.30 p. m., left Queenstown March 6, 10.45 a. m.

Arrived—At Lorient, France, left N. Y. March 3, 9.45 p. m., at Queenstown, Greece, left N. Y. March 7, 10 a. m.; Adriatic, 5.30 a. m., left N. Y. March 7, 11 a. m.; at Plymouth, Hammonia, left N. Y. March 5, 4 p. m.

TUESDAY, MCH. 17.

Arrived—Italia, 2.15 a. m., left Glasgow March 4, 11 p. m.

Sailed—Manhattan.

WEDNESDAY, MCH. 18.

Arrived—Goethe, left Queenstown March 9; Algeria, 9.20 p. m., left Queenstown, March 8, 5.10 p. m.; Thuringia, left Havre, March 7; Minnesota, left March 6; Denmark, 5.48 p. m., left London Feb. 25

Arrived out—At Moville, Macedonia, 3 p. m., left N. Y. March 5, 11.50 p. m.; at Southampton, Rhein, a. m., left N. Y. March 8, 7 a. m.; at Stettin, Humboldt, left N. Y. Feb. 25, 3 p. m.

Sailed—Castalia, Calabria.

THURSDAY, MCH. 19.

Arrived—St. Olaf, left London, Feb. 21.

Arrived out—At Brest, St. Laurent, 5 a. m., left N. Y. March 8, 8 a. m.; at Greenock, Elysia, 10 a. m., left N. Y. March 7.

Sailed—Frisia.

American Line.

The *Ismes*, Capt. Shackford, arrived at Queenstown, 16th inst., 9 days, 21 hours from Cape Henlopen.

Alexandre's Line.

It it is said that Alexandre & Sons are about to contract for another wooden steamship for their Havana and Mexican Line. She will probably be built by John Englis & Son, at Greenpoint, and her machinery by the Quintard Iron Works. She will, it is said, be some ten feet longer on the keel than the *City of New York*, of the same line.

Anchor Line.

It is said that this line, after April 1, will dispatch three steamers a week.

Bremen Line.

According to the Bremen *Handelsblatt*, this line have withdrawn their West India steamers. "The screws of the steamers are too weak," coal is too dear; new Pacific lines, via Cape Horn, hurt their business, and consular fees are too high.

Boston and Hingham Steamboat Co.

Lawrence & Foulkes, of Greenpoint, are building a new steamer for this line, a sister to the *Rose Standish*. Fletcher, Harrison & Co. are to build the machinery.

Cunard Line.

On Thursday, February 26, in lat. 47 51, long. 22 36, during a very heavy gale, which had lasted four or five days, a vessel was sighted by the steamship *Algeria*, showing signals of distress, and Capt. Messurieur decided to lay to and render all assistance possible. A volunteer crew was formed of seven men, headed by Third Officer Hartford, and a lifeboat manned and launched. A terrific sea was running, and it was with the greatest difficulty and danger that the boarding was effected. On reaching the deck the vessel was discovered to be the brig *Folden*, from Callao for Queenstown, laden with sugar. She had four feet of water in her hold and her pumps were out of order. Notwithstanding the heavy sea the crew, consisting of the captain and seven men, were safely transferred to the *Algeria*. The passengers of the *Algeria* held a meeting, at which £100 were raised and divided among the two crews, Officer Hartford receiving £40, the rescuing crew £42, and the rescued crew £18.

Mallory Line.

The new steamer *State of Texas*, Capt. Bolger, arrived here on Sunday, from Chester, where she was built by John Roach. She is 250 ft. in length, 36 ft. beam and 20 ft. depth of hold, measuring some 1,600 registered tons, and is an exact counterpart of the *City of Waco* of the same line. We think the new ship has a handsomer saloon, which is a very fine specimen of the joiner work art. The upholstery is the richest of any vessel in the line, and, in the language of the fair sex, "is too sweet for anything." Everything about the vessel looks substantial and neat, and she is a credit alike to her builder and owners.

Old Dominion Steamship Co..

A new steamer, to be employed in the Chesapeake Bay branch of this line, was launched, on the 15th inst., at Wilmington, Del. The vessel is named the *Hampton*, and her dimensions are as follows: Length, 175 ft.; width, beam, 30 ft.; over all 50 ft; depth, 9 ft. 6 in.

Pacific Mail Steamship Co.

The new iron steamship *City of Peking*, belonging to this company, was launched from the ship-yard of Messrs. John Roach & Son, Chester, Penn., at 1 p. m., on Wednesday last. The *City of Peking* is the largest steamship ever built in this country, and with the exception of the *Great Eastern*, is the largest in the world, being upward of 5 000 tons. A number of gentlemen interested in American ship-building left this city on a special train for the purpose of witnessing the launch. On leaving Chester, the *City of Peking* will be put in charge of Captain Jefferson Maurey, one of the old officers of the Pacific Mail Line, and taken to the Morgan Iron Works, where she will receive her engines and other equipments. The total cost of the vessel on leaving Mr. Roach's hands will be $1,025.000. The *City of Yeddo*, or more properly the *City of Taikioa* a companion ship to the *City of Peking*, is in process of construction by the same builders, and will be put afloat within six weeks.

The *Henry Chauncey*, Commodore Gray, sailed from here on the 14th inst., having been almost entirely rebuilt. She has a large passenger list and a heavy freight.

The new steamer *Grenada*, from New York, Dec. 0 th, via Panama, arrived at San Francisco March 8.

National Line.

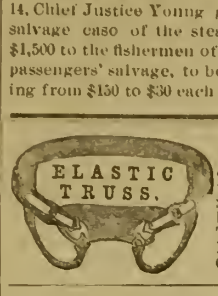
The steamship *Holland* encountered terrible gales on her last voyage from this port to London. After the subsidence of the storm of the 21th ult., a tremendous heavy sea was running, which continued until the next day. A seaman was swept overboard, and lost the door of the chart house was broken in, the ladders to the bridge swept away, and the rear and front of the wheel house broken.

State Line.

The *State of Alabama*, on her last trip from Glasgow to this port, was forced to put into St. John's, New Foundland, on the 14th inst., her fore compartment being full of water. She was four days in the ice and had to throw overboard four hundred tons of her cargo. Several plates were crushed in at the bows. She will have to be repaired before proceeding.

White Star Line.

In the Vice-Admiralty Court, at Halifax, March 14, Chief Justice Young gave a decision in the life salvage case of the steamship *Atlantic*, awarding $1,500 to the fishermen of Prospect, who secured the passengers' salvage, to be distributed in sums varying from $150 to $30 each among sixteen persons.



THIS TRUSS RETAINS RUPTURE comfortably night and day till permanently cured. Sold cheap. Sent by mail by THE ELASTIC TRUSS CO. No. 683 Broadway, N. Y. City. Circulars free.

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MARITIME, NATIONAL and FANCY FLAG MAKERS.

Ensigns, Jacks, Pendants, Flys, Commercial Code of Signals, &c., &c., always on hand. Bunting for sale.

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SHIPWRIGHTS, CAULKERS and SPAR MAKERS, No. 257 South Street, near Rutgers Slip, opposite the Sectional Floating Dock East River, New York.

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THE DELAWARE RIVER IRON SHIP-BUILDING AND ENGINE WORKS AT CHESTER, PA.

The largest and most complete establisbment of the kind in this country, and the ONLY ONE having within itself the facilities for making all parts of the work necessary to complete a first-class steamship. This advantage is of much importance to the shipowner, for when work is sub-let, the principal contractor cannot have that personal supervision over it which tends so much to make a perfect and satisfactory job.

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These Ship-Building and Engine Works are located at Chester, Pa., 14 miles below Philadelphia, on the line of the Philadelphia, Wilmington and Baltimore Railroad, and contain 23 acres, with a river front of 1,200 feet, and ample dock room. Having the most approved machinery and tools, and a large force of skilled workmen in every department, this Company is capable of turning out work which cannot fail to give entire satisfaction. In addition to the Building and Repairing of ALL CLASSES OF VESSELS and their Machinery, they also manufacture Stationary Engines and Boilers, Iron and Brass Castings, and Iron and Steel Forgings. Copper-smithing of all kinds. Also, Gas Works, Sugar and Rolling Mill Machinery, and land work of all descriptions. Orders promptly executed for their unexcelled Propeller Wheels.

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JOHN ROACH, Pres. WM. PARKER, Treas.
JOHN B. ROACH, Secretary.
WM. ROWLAND, Supt. of Joiner Department.

THE W. CRAMP & SONS' IRON SHIP AND MARINE ENGINE BUILDING WORKS, PHILADELPHIA.

Constructors of every description of Iron and Wooden Vessels, Marine Engines and Boilers.

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WM. W. BATES & CO., DRY DOCK & SHIP YARD, No. 384 FIFTH AVENUE, Between Harrison and Polk Sts., CHICAGO.

COFFIN & WOODWARD. MODERN IMPROVED *Ship Machinery* MANUFACTURERS AND DEALERS, BOSTON.

J. B. VAN DEUSEN, *NAVAL ARCHITECT AND BUILDER*, Ship Yard, North 7th St., Williamsburg, N. Y.

SHIP SMITH. GEO. MARINOR, No. 234 SOUTH ST., NEW YORK.

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For best Galvanized Charcoal WIRE RIGGING FOR VESSELS,

Address JNO. A. ROEBLING'S SONS, Manufacturers, Trenton, N. J., or 117 Liberty Street, New York.

N. B.—All descriptions of Iron, Steel and Copper Wire Rope of Best Quality constantly in stock, suitable for Elevators, Mines, Suspension Bridges, Ferries, for transmitting power, and all kinds of heavy hoisting.

Any required length cut to order.

NORTHERN R. R. OF NEW JERSEY, AND PIERMONT BRANCH
WESTWARD BOUND TRAINS.

Leave Chambers Street Ferry, New York, for Nyack and all stations, at 8.00, 9.30 a. m., 1.30, 3.15, 5.30, 6.30 p. m.*

NYACK EXPRESS, stopping at Englewood, Tenafly, Closter, Sparkhill and intermediate stations north, at 4.45 p. m.

MAIL TRAIN to Sparkhill, stopping at all stations, except Tyler Park, Homestead, New Durham, Granton, Fair View, Walton and Currieville, at 4.15 p. m.

WAY TRAIN to Closter at 7.45 p. m.

THEATER TRAIN, Saturdays only, at 11.30 p. m.

SUNDAY TRAINS will leave Jersey City for Nyack, stopping at all stations, at 9.15 a. m., and 8.00 p. m., arriving at Nyack at 10 45 a. m. and 9.40 p. m.

Leave Sparkhill for Sufferns and intermediate stations, at 8.20, 11.03 a. m. and 5.55 p. m.

EASTERN BOUND TRAINS

Leave Nyack for Jersey City, at 5.50, 7.05, 7.40, express, 9.00, 11.30 a. m., 4.15 and 5.38 p. m.

Leave Nyack for Sparkhill at 10.45 a. m.

Leave Sparkhill for Jersey City at 3.06 and 8 10 p.m. m.

Leave Closter for Jersey City, at 8.20 a. m.

SUNDAY TRAINS leave Nyack at 7.00 a. m. and 6.00 p. m., stopping at all stations, arriving at New York at 8.40 a. m. and 7.40 p. m.

Leave Tallmans for Sparkhill at 7.20 a. m. and 2.15 p. m. Freight and milk trains leave Sufferns at 6.30 p.

*The boats on the 23d Street Ferry leave 15 minutes earlier than those on the Chambers Street Ferry.

Commutation tickets can be procured at the office of the Northern R.R. Co., Jersey City, from 8.30 a. m. until 4.30 p. m.; on the Northern R. R. Co., Jersey City, from 8.30 a. m. until 4.30 p. m., on the first and second business days of each month, and from 9 to 11 a. m., the balance of the month.

JNO. N. ABBOTT, Gen. Pass. Agent.

PROPOSALS.

PROPOSALS FOR CHAIN IRON.

NAVY PAY OFFICE, WASHINGTON, D. C., February, 25, 1874.

SEALED PROPOSALS, TO BE ENDORSED "PROPOSALS," will be received at this office until 12 m., the 1st day of April, 1874, for the below described best American Chain Iron, to be delivered free of expense to the Government at the Washington Navy Yard, subject to such proof tests as shall in every way be satisfactory to the Commandant of the said Navy Yard, and at such times and in such quantities as may be called for by him. The last delivery to be prior to June 30, 1874.

BUREAU EQUIPMENT AND RECRUITING.

1,725 links Chain Iron, 1 7-16 inches diameter, 17¼ inches long, 13,700 pounds
1,685 links Chain Iron, 1 8-16 inches diameter, 18 inches long, 15.114 pounds.
2,815 links Chain Iron, 1 10-16 inches diameter, 19½ inches long, 31.600 pounds.
2,035 links Chain Iron, 1 11-16 inches diameter, 20¼ inches long, 25,702 pounds.
925 links Chain Iron, 1 12-16 inches diameter, 21 inches long, 13,000 pounds.
1,875 links Chain Iron, 1 13-16 inches diameter, 21¾ inches long, 29.300 pounds.

Bidders will be required to send fair samples of the iron they propose to furnish, marked with their names, in one bar of 6 (six) feet long, of each of the different sizes required, to the Commandant of the Washington Navy Yard. These bars will be subject to competitive tests, and will be required to stand a pulling strain of 70,000 (seventy thousand) pounds to the square inch section when turned down to the usual shape and size of testing pieces in the yard. All the iron called for to be delivered in straight lengths, free from flaws, ragged ends, and other defects, and to be equal to the samples furnished. Any iron falling below the required test will be rejected, and remain at the risk of the bidder until removed from the Navy Yard.

The award will be made to the lowest responsible bidder whose iron of the different sizes comes up to the required test.

Responsible security will be required for the prompt and faithful delivery of the iron when awarded.

Blank forms for bidders can be had at this office.

G. E. THORNTON, Pay Inspector, U. S. Navy.

RUSSIAN MUSTARD.

In making up your orders, take a case of Russian Mustard. It is the strongest, purest and best Mustard in the world. Pronounced far superior to any Mustard ever tasted, and we take great pleasure in recommending it to your most favorable notice. The Navy supplied by the following, as well as all other Wholesale Houses: Jessie H. Lippincott, Pittsburg, Pa.; Francis Jordan & Sons, Philadelphia; Henry Welsh, H. K. Thurber & Co., New York; C. Lewis Dunlap, Baltimore, Md.; Henry Schoellkopf & Co., Chicago, Ill.; E. V. Sutter, San Francisco, Cal. Sole agent for America: W. HERMAN T. FRUEAUFF, Columbia, Pa.

Specimen Can sent, post paid, for 50 cents.

SPECIAL NOTICES.

OUR SPECIAL EASTERN AGENCY.

MR. N. SEWALL PAYNE is our authorized Subscription and Advertising Agent for the New England States—east of Boston—and will shortly visit every ship-builder, marine engine manufacturer, and all others interested in American shipping in his district.

PHILADELPHIA OFFICE OF THE NAUTICAL GAZETTE, No. 16 North Delaware Avenue, between Market and Arch Streets. Subscriptions and advertisements received. Back numbers and bound volumes of THE NAUTICAL GAZETTE on hand.

BARTRAM SNYDER, Manager.

WM. CONARD, (Late Chief of Paymaster's Division, Fourth Auditor's Office), ACCOUNTANT AND CLAIM AGENT. Naval Claims a Specialty. Prize Money, Bounty, Back Pay, Pensions, &c. All kinds of business promptly attended to for moderate charges. Office, 1427 F. Street. P. O. Box 612. Washington, D. C.

INSURANCE STATEMENTS.

Atlantic Mutual Insurance Co.

OFFICE OF THE ATLANTIC MUTUAL INSURANCE CO., NEW YORK, January 28, 1874.

THE TRUSTEES, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st of December, 1873:

Premiums received on Marine Risks, From 1st January, 1873, to 31st December, 1873		$6,511,114 22
Premiums on Policies not marked off 1st January, 1873		2,212,160 70
Total amount of Marine Premiums		$8,723,274 92
No Policies have been issued upon Life Risks; nor upon Fire risks disconnected with Marine Risks.		
Premiums marked off from 1st January, 1873, to 31st December, 1873		$6,390,016 73
Losses paid during the same period	$2,960,882 49	
Returns of Premiums and Expenses	$1,258,319 26	
The Company has the following Assets, viz:		
United States and State of New York Stock, City, Bank and other Stocks		$8,567,105 00
Loans secured by Stocks, and otherwise		2,802 000 00
Real Estate and Bonds and Mortgages		467,000 00
Interest, and sundry notes and claims due the Company, estimated at		422.894 66
Premium Notes and Bills Receivable		2,833,302 27
Cash in Banks		521,340 59
Total amounts of Assets		$15,613,642 52

SIX PER CENT. Interest on the outstanding Certificates of Profits will be paid to the holders thereof, or their legal representatives, on and after TUESDAY, the Third of February next.

THE OUTSTANDING CERTIFICATES OF THE ISSUE OF 1870, WILL BE REDEEMED and paid to the holders thereof, or their legal representatives, on and after TUESDAY, the Third of February next, from which date all interest thereon will cease. The Certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A DIVIDEND OF FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1873, for which Certificates will be issued on and after TUESDAY, the Seventh of April next.

By order of the Board,
J. H. CHAPMAN, Secretary.

TRUSTEES.

J. D. Jones	William H. Webb
Charles Dennis	Sheppard Gandy
W. H. H. Moore	Gordon W. Burnham
Henry Coit	Frederick Chauncey
Lewis Curtis	Charles P. Burdett
Charles H. Russell	Francis Skiddy
Lowell Holbrook	Robt. B. Minturn
Royal Phelps	Robert L. Stuart
David Lane	William E. Burker
James Bryce	James G. De Forest
Daniel S. Miller	Alexander V. Blake
Wm. Sturgis	Charles D. Leverich
Henry K. Bogert	Josiah O. Low
William E. Dodge	Charles H. Marshall
Joseph Gaillard, jr.	Adolph Lemoyne
C. A. Hand	George W. Lane
James Low	Adam T. Suckett
John D. Hewlett	Thomas F. Youngs
B. J. Howland.	Simon De Visser
Benj. Babcock.	Horace Gray

J. D. JONES, President.
CHARLES DENNIS, Vice-President.
W. H. H. MOORE, 2nd Vice-Pres't.
J. D. HEWLETT, 3rd Vice-Pres't.

PACIFIC MUTUAL INSURANCE COMPANY,

No. 119 BROADWAY, cor. CEDAR ST.

ASSETS.... $1,830,547

This Company insures against Marine and Inland Navigation Risks, on Cargo, and Freight for the voyage.

No risks taken on Hulls of Vessels.

Losses made payable in London when desired.

JOHN K. MYERS, President.
WM. LECONEY, Vice President.

THOMAS HALE, Secretary.

Fire and Marine Insurance.

UNION MUTUAL INSURANCE CO.

NO. 63 WILLIAM STREET.

ASSETS OF THE COMPANY, DEC. 31, 1873.

Cash on hand	$46,740 72
United States, City Bank and other stocks, Bonds, &c.	507,322 00
Loans on Stocks, &c.	171,110 75
Real Estate and Bonds and Mortgages	242,750 00
Dividends, Salvages, Re-insurance Claims, Interest on Loans, &c.	86.828 08
Premium Notes and Bills Receivable	154.529 37
	$1,209.280 92

The Board of Trustees have this day *Resolved*,

That SIX PER CENT. interest on the outstanding Certificates of profits will be paid to the holders thereof, or their legal representatives, on and after the 3d day of February next.

That a Dividend of THIRTY PER CENT. be declared on the net amount of premiums entitled thereto, for the year ending December 31st, 1873, for which Certificates will be issued on and after the 2d day of March next.

F. S. LATHROP, President.
FERDINAND STAOG, Vice President.
P. F. MACDONALD, Secretary.

HOLMES' STORM AND DANGER SIGNAL LIGHTS, FOR

Shipwrecks,	Harbor Signals,
Life-boat Service,	Fog Signals,
Life-saving Stations,	Torpedo Range Illuminations,
Life-buoy rescues,	Pontoon Bridge Buildings.

Self-Igniting on water, Inextinguishable, Intensely brilliant, Burns 40 minutes, Visible at sea 10 miles.

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☞ The office of the General Agent will be open at all times, day and night, to receive telegrams and reports of disasters.

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STEAMERS, YACHTS and FERRY-BOATS fitted with Automatic Gas Machines.
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treated by the
POROUS WATER-PROOFING CO.,
of Pennsylvania.
Office and Factory, 144 and 146 North Fifth Street, Philadelphia.
Remains soft and pliable, does not stretch or mildew, is easier to handle and more durable.

AMERICAN SHIP-MASTERS' ASSOCIATION,
No. 37 WILLIAM STREET,
NEW YORK, Sept. 12 1873
RECORD OF AMERICAN AND FOREIGN SHIPPING.
The Sixth Annual Volume of the "Record of American and Foreign Shipping," is now ready for delivery to subscribers. The work contains surveys of sixteen thousand vessels, and an Appendix will be published Jan. 1st, 1874.
PRICE PER COPY, $10, WHICH INCLUDES MONTHLY SUPPLEMENT.
OFFICE OF BOARD OF UNDERWRITERS,
NEW YORK, December 12, 1872.
The ONLY REGISTER OF VESSELS published in the United States, having the approval of this Board, and of the Marine Underwriters composing the Board, is the "Record of American and Foreign Shipping" of the Shipmasters' Association, and they recommend it as deserving the confidence of those interested in shipping.
(Signed) F. S. LATHROP, Pres't of Board.
ELLWOOD WALTER, Sec'y of Board.

The undersigned Underwriters join in the above recommendation:
JOHN D. JONES, Pres't Atlantic M. Ins. Co.
ELLWOOD WALTER, Pres't Mercantile M. Ins. Co.
ALFRED OGDEN, V. P. Orient M. Ins. Co.
F. S. LATHROP, President Union M. Ins. Co.
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DANIEL DRAKE SMITH,
Pres't Commercial M. Ins. Co
J. P. PAULISON, President Sun M. Ins. Co.
WM. LECONEY, V. P. Pacific M. Ins. Co.
(For the Association.)
T. W. ELLISON, Secretary.

INTERNATIONAL CODE SIGNAL BOOK.
The Bureau of Navigation, Navy Department, have just issued this work, complete. It is a reprint of the work so extensively in use by the maritime nations of the world.
It has been published at the low price of
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Fifty Cents additional when ordered by Mail.
No vessel engaged either in foreign or coasting voyages should be without this book, and the very low price at which it is sold will enable all classes of vessels to procure a copy.
To facilitate its sale, and bring it rapidly into general use, copies have been sent to the business office of THE NAUTICAL GAZETTE, as well as to the authorized agents of the Hydrographic Office, for sale.
By means of this Signal Book, and the flags, American vessels can communicate with those of the principal nations of the world, and exchange signals and send messages from prominent headlands in Europe to their principal ports.
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Contains 25 lbs. of cork. As a life-preserver has no equal. Every vessel should have them.
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A superior article for painting Vessels, or Buildings constructed of brick, iron or wood; and inside for all wood-work, ceilings and parlor walls where gloss is required. Its finish is equal to the finest varnish, and will not crack, peel off or blister in the different changes of temperature, or places exposed to extreme heat, cold or salt air. As a preventive of rust and decay it has no equal. It can be applied over any other Paint, and warranted to give satisfaction when directions are followed, which are on every can.
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"ERICSSON'S" Horizontal Caloric Engines, } Air
"RIDER'S" Vertical Caloric Engines, } only.
Portable Hoisting Engines and Hoisting Machines. "REYNOLDS" Hoisting Machines, for Mining and all Heavy and Rapid Hoisting, (now used by the PORT HENRY ORE COMPANY), have no equal for Heavy Rapid Hoisting.
All kinds of Engines, Boilers & Machinery Made and Repaired also, Castings of Iron & Brass of every description at short notice.
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IRON SHIP
AND
MARINE ENGINE
BUILDERS.
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Having sets of patterns of different sizes, are prepared to execute orders with quick dispatch.
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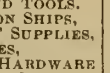
SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.
H. B. NEWHALL, AGENT.



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Builders of Marine Engines and Boilers of every description.
Repairs promptly attended to.
Good Wharfage adjacent to the Works.
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81 & 83 COLUMBIA HEIGHTS, BROOKLYN, N. Y.
Three minutes' walk from Fulton Ferry.
☞ Separate department for Ladies.
Open from 9 a. m. to 9 p m.
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Marine and Fire Insurance
Attended to and effected in First-Class Companies.
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Low-water Signal, Key-Chain Tests, Mercury Column, Steam and Vacuum Gauges, Propeller Pumps, Test Pumps, Water Bearings for Ships' Propellers, &c. Send for Circulars.
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STEAM PUMPS, for general and special service—Wrecking, Fire, Air and Circulating, Water Works Engines, condensing and expanding, Duplex Patent
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PRESENT RATES BY OTHER LINES.—New York and Philadelphia, 10 words 30 cents, and 2 cents for each additional word; New York and Washington, 10 words, 40 cents, and 3 cents for each additional word; Washington and Philadelphia, 10 words, 35 cents, and 2 cents for each additional word.
NEW UNIFORM RATES BY AUTOMATIC COMPANY:
New York & Philadelphia, } 20 words for 25 cents,
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Philadelphia & Washington } ditional word.
GEORGE HARRINGTON, President.

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Hard and Free Burning White Ash Coals,
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Shamokin Red Ash,
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Lorberry, and
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Builders of Marine and Stationary Engines and Boilers,
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Known as the
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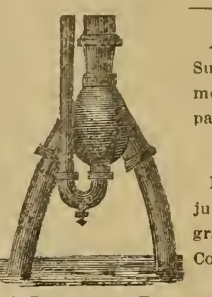

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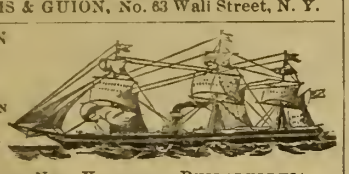

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PENNSYLVANIA,	April 2	*ABBOTSFORD,	April 23
ILLINOIS,	April 9	OHIO,	April 30

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SAN SALVADOR, Capt. Nickerson, SATURDAY, March 28, from Pier 43, North River, at 3 p. m.
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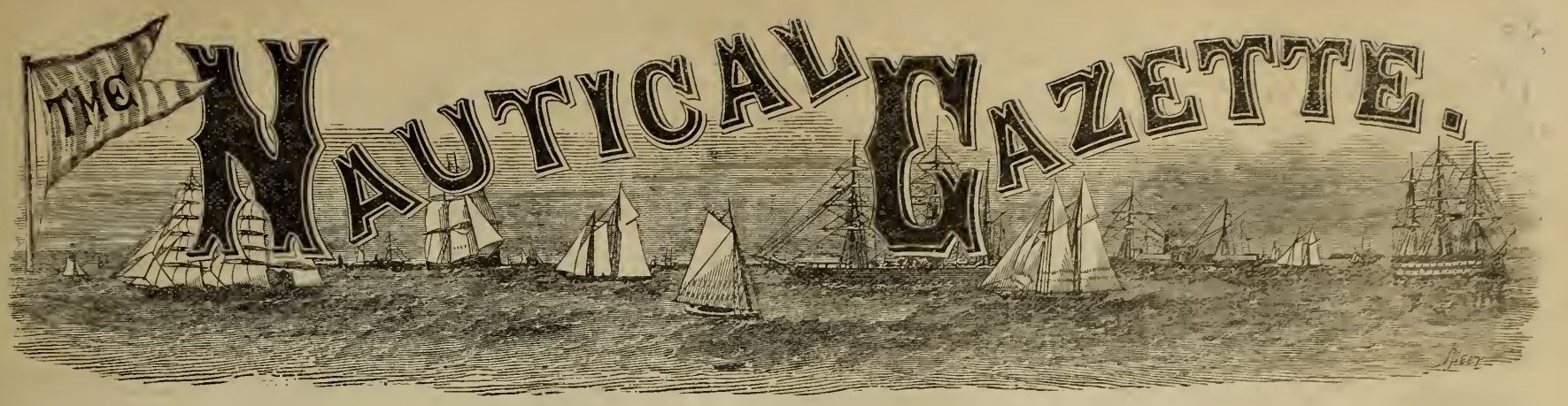

Devoted to the Interests of Commerce, Navigation, Ship-Building, Marine Engineering, the Navy, Revenue and Mercantile Marine, Yachting, &c., &c.

VOL. VI.—No. 144. NEW YORK, SATURDAY, MARCH 28, 1874. PRICE, 10 CENTS.

The New Orleans PRIZE LISTS.

LIST OF NAMES OF ALL ENTITLED TO PRIZE MONEY.

PUBLISHED BY PERMISSION OF THE NAVY DEPARTMENT.

No. 3.

LIST OF OFFICERS AND CREW ON BOARD THE U. S. GUNBOAT "WISSAHICKON," APRIL, 1862.

A N Smith, Lieut Com'g	Augustine Sacket, 3d Asst Eng
Edward E Potter, Lieut	
George Ferris, A M	Phillip H White, 3d Asst Eng
R Price Walter, "	
B G Hardy, "	Augustus Mitchell 3d Asst Eng
H Ackley, Asst Surg	
F C Upton, Asst Paymas'r	Chas M Bird, A M M
Thos S Cunningham, 2d Asst Eng	Jas M Forsyth, "
	O L S Roberts, "

CREW.

Edward P Manx	Chas Vowinkle
John Miller	Jas E Eaton
Henry McGinnis	Wm G Dunisston
Nathaniel Ashley	Wm H Dickson
John B Auchinleck	Richard D Lynch
Preston L Corbitt	Michael Corcoran
Alex M Clay	Wm A Miller
Kean Daily	John F Butler
Albert Smith	Geo W Bender
John Dailey	Jas A King
Wm Marrion	Chas Harrison
Edward York	John Burns
Chas Jeffries	Samuel C Welsh
Wm C Bloomer	George L Scanlan
John Garrett	David Kenneally
Peter E Cunningham	James Irwin
Augustus Melchior	John F Curran
Wm A Webster	Henry Shutes
Chas Clifton	Michael Murray
John Gordeu	Wm Cane
Jacob Matthews	George Field
Thos Sweeney	Wm J Bryan
Thos Rickets	John H Craft
Wm H Coulbourne	Henry Lynch
Henry Jones	Jacob de Rioy
Jas Davis	Lewis Young
Jas Revell	Thomas McColgan
John Keenan	John Smith
Peter O'Niell	Wm J Parker
Geo Shea	John Rick
Ambrose Howe	James Johnson
Herman F Day	Wm H Ford
Stepheu Flaherty	Jessee Vickers
Thomas Sinclair	Geo Dull
Ferdinand Green	Wm Henry Mickens
John S Penningtou	Alex M. Brown
Chas C Wells	M F McCullough
Ezra J Straw	Daniel Hayes
Wm Mosley	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. GUNBOAT "SCIOTA," APRIL, 1862.

Edward Donoldson, Lieut Commanding	John H Field, A M M
	Gorham C Taylor, "
Henry A Adams, Lieut	John H Staples, "
H F M Sherry, Asst Surg	S J Hazazar, "
Charles H Lockwood, Act Asst Paymaster	Edward Curtis, 3d Asst Eng
Charles E DeValin 2d Asst Eng	A H Price, 3d Asst Eng
	H M Quig, "
A McFarland, Act Master	J H Reifsnyder, Captain's Clerk
Graham P Foster, "	

CREW.

C. P. Ryan	John Burns
James Jackson	Francis Moriere
George Hollins	John Davis
Charles Rodgers	William Johnson, 1st
William Parry	James Johnson
William Reid	Alex Urquhart
John McGuire	Thomas Sisk
Patrick Howley	Samuel Nickless
Samuel De Wolf	Richard Hinds
H A Reid	Daniel Biddle
Jessie Haines	Jos Barnett
Charles G Mowbray	Thomas Healy
Edward W Hathaway	Joseph Burke
John Manning	William Orne
Manuel Arslie	John Sullivan
Robert Montgomery	Robert Murphy
William Beckwith	Henry J Sayres
David Crowley	Clarence Miller
Lincoln Bates	David Sisk
William Johnson, 2d	James H Malthrist
Francis Briel	Richard Frisby
Jos Hiermont	William Trusy
Daniel Phillips	George Walsh
James Card	James M Johnson
Peter Lasher	John Shields
Thomas Davis	A J McFarland
Albert Smith	James M Chany
Aug Ellsworth	Henry C Hope
Charles E Poole	John Wallace
John McCarty	John Eres
John Dooling	Thomas Trenwith
Robert S Edsou	Moses E Boyd
Lawrence A Murphy	Jos Howarth
Hermann A Hutchinson	James McMullen
Thomas Denver	Richard Maynard
John Cox	John O'Brien
Francis D Finnegan	John Boyle
Lewis E Mort	John Bogan

SUPERNUMERARIES.

John Harrington	Robert Gahraith
George F McCormick	George F. Page
Horace Dexter	John H Miller
Alex Lucas	

LIST OF OFFICERS, CREW AND MARINES ON BOARD THE U. S. S. "IROQUOIS," APRIL, 1862.

John De Camp Commd'r	E S Boynton, 3d Asst Eng
David B Harmony, Lieut	Franklin K Hain, 3d Asst Eng
Fred'k V McNair, Lieut	
Benjamin Vreeland, Surg	John H Huut, 3d Asst. Eng
Robert H Clark, Paym'r	
John F Hardeu, A M	John A Dixon, Carpenter
John Mc Farland. "	Wm Ryder, Act Gunner
John H Long, 1st Asst. Eng	Wm P Forman, P Clerk
	Charles F Willard, M M
Benj. C Bampton, 2d Asst Eng	George W Cole, "

CREW.

George Price	Edward Wiggins
Robert Lewis	George W Jones
James Maxwell	William Brown
James Bailey	Charles Cummings
Martin Winter	Samuel Consius
James Wilson	John Johnson
Charles D Cook	George Clark
Christian H Pope	William Riley
Dominick Sherwood	Henry Clark
Francis Perry	John Brown
Daniel Bryan	Albert Philip
John Sinnott	Charles Carter
Robert Manchester	Samuel Nelson
James Seline	Lorenzo Corson
James Bryant	Robert Lynch
Henry Guy	Robert Gardner
Patrick F Lynch	J W Stone
John Conway	Charles Harnish
Robert M Jessup	William T Franklin
Joseph Lalina	Mathew Buck
Edgar Doane	William Powers, 1st
Edward Butcher	Robert Brown
Peter Bianchini	Robert Greenleaf
Augeto Lazzaimi	John Newman
James Knowlen	William Harpell
William C Burbank	Thomas J O'Niel
Simon Handley	James Philips
George Higgius	Alex Van Vredenburgh
John Eare	George Battenfield
William Wymbs	William Bailey
William Workman	Noble Shepherd
William H Stevens	Henry Waters
William Galbrath	Cornelius Blackiere
James Thompson	Benjamin Rockwell
Edgar North	Robert McKain
Thomas Doyle	Thomas Healey
Charles Summers	James Acostia
William Powers, 2d	John L Donoho
Charles Hanson	James Deane
Peter Howard	Robert H Hewitt
William Englishman	Martino Vechiaetto
Thomas Hughes	George Taylor
George G Thompson	Daniel Cronin
Remeo Bentley	Alfred Greed
John Dunn	William Lannon
John Mooney	Robert McNamee
John Robertson	Michael Fitzgerald
Thomas Pool	George Bently
Andrew Carle	Abm A Winship
Anthony A Villiers	David Collins
Jasner L Bryan	John Malone
William Wogau	U S Ferris
Maurice Murphy	John T Blauvelt
John V Smith	Peter McCarton
Owen Campbell	Maurice Drohan
William Fuller	Thomas Flannery
John Cook	Cornelius Finn
Patrick McGuire	George Kane
Edward Brower	Patrick Brady
Thomas Grant	Patrick Kaue
Clifford A Lake	John Hughes
John Welsh	Johann Andersou
James Kelly	Francis Neil
Patrick Carle	James Watts
Henry Johnston	Jeremiah Thompson

MARINES.

Aaron D Gilbert	John McEwen
Richard Dalton	Charles Crook
Walter J White	William Keens
Jacob Schonefeldt	Altred Jackson
John Groves	Michael Albert
John Wandell	Henry G Gray
William T Gibbons	John T Crawford
John J Richmond	Samuel Clark
George W McConnell	

SUPERNUMERARIES.

John Deutith	Henry Sinclair
John Brassline	John Conley
Thomas A Ready	Moses Hammond
Charles Peterson	James McCunniskey
James Dalton	Dennis Sullivan
Alvah M Beeman	Edwin Lyman
James Boland	John Blackwell
William Gifford	Thomas Francis
Wm Mundy (or Murray)	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. GUNBOAT "KENNEBEC," APRIL, 1862.

John H Russell, Lt Com	S W Robinson, 3d Asst Eng
T B Blake, Lieut	E E Roberts, 3d Asst Eng
Henry C Wade, Act M	George P Lovering, Capt Clerk
William Brooks, Act M	
Charles H Perry, Asst Sur	H E Tinkham, Act M M
C L Burnett, A A Paym'r	J W Merryman, "
Henry W Fitch, 2d Asst En	J W Page "
B C Gorring, 3d Asst Eug	J D Ellis "

PETTY OFFICERS.

Lewis W Wentworth	John C Gallagher
A T Leescomb	John Blake
Josh P Higgins	Francis Cook
Charles G Forest	Aaron Whitney
Thomas Fineran	Philip Gallagher
Charles A Field	William Fletcher
David Shephard	Charles Wright
John E Holland	Nathaniel Sweet
Charles Moore	George H Hitchneys
Henry Waters	Richard Niles
Augustus D Henry	J W B Smith
Charles Sinclair	

CREW.

Alfred Fielder	Richard Herring
John Locke	John D Iveson
Joseph Martiu	Henry J Kelly
Henry Spicer	John C Knott
Darius Westujah	George T Latham
John Coleman	Daniel H Latham
George Fenron	Mark Mahar
John Hogan	Benjamin J Phillips
Peter Campbell	Dennis Shea
George W Broughton	Thomas B Francis
John Cryer	James D Smith
Austin Dow	Thomas Levy
Charles C Durell	Charles Pennington
John Francis	William H Davis
Lawrence Griffin	William Dickman
John Hennessey	George W Brown
Robert T Hooten	Nathan Brown
Benjamin B Proctor	Freeman A Hurd
George W Kimball	Jeremiah Shay
James Trefry	Charles Wolff
Thomas I Foxwell	George R Marble
Andrew Briney	James Faher
Michael Dunn	Charles Lovell
Charles J Ericson	Cornelius Larcom
Robert Buttimore	Donald McPhee
William Turubull	Daniel O'Keefe
John Cogin	James E Riley
Daniel Godfrey	Jeremiah Welsh
John Hughes	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. GUNBOAT "PINOLA," APRIL, 1862.

Pierce Croshy, Lt Com	Peter A Sassé, 3d Asst Eng
A P Cooke, Lieut	Wm F Law, "
Luther M Lyon, Asst Surg	John Everding "
John Johnson, 1st Asst En	Wm H Thompson, Act MM
William P Gibbs, Act M	William C White, "
John G Lloyd, Act M	Charles V Rummel "
C S Warren, A A Paym'r	Wm H Byrn, Paym's Cl'k

PETTY OFFICERS.

Benjamin F Fassinger	Henry Harrington
Thomas Gehegau	Alexander West
William Lewis	Joshua Ward
John B Tusbie	Thomas Nulty
Edward S Spencer	William Acworth
Thomas Foster	John R Sennant
C C Hymen	Joseph Rhodes
William H Thomas	Thomas Jones
Samuel S Perry	Henry Stokely
Thomas Kelly, killed April 24, 1862	Barney Williams

CREW.

Daniel Andrews	John Powers
Charles Brown	John Marshall
John Gilmore	Thomas Ford
Louis Milk	Edward Medara
John Brown	Marion Osborn
John Roslyn	Richard Johnson
William Glover	Emory Esmer
John Cosgrove	Robert Johnson, killed April 24, 1862
William H Shucks	William Laom
Charles F Lamhart	Charles Phillips
James Marsden	John Murray
James Bashford	George Warner
James Johnson	James Turner
Alfred Lloyd	William A Fowbee
Barney Gibbons	Washington Johnson
Isaac H Brown	William H Stevens
George Raymond	Thomas J Anderson
John Repshir	George Smith
William McClellan	Philip Warner
Thomas Brannan	John Murphy
Joshua McCarty	James McLarney
William Scripton	Henry C Kennedy
Thomas Graham	James Goff
John Nolta, killed April 24, 1862	Thomas L Smith
Charles Thompson	George Reed
William H Thompson	William Perry
John Anderson	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. GUNBOAT "WINONA," APRIL 24, 1862.

Edward T Nichols, Lt Com	Joseph Watten, 3d Asst En
John G Walker, Lieut	Edward Gay "
Charles Hallet, Act M	Robert T Hatfield "
Felix McCurley Act M	William F Hunt, Act M M
Arthur Mathewson A S	Alfried Staigg "
Henry M Deniston, Pay'r	Frank H Beers "
James P Sprague, 2d Asst Eng	Chas D Haunnett, jr. "
	A F O'Neil, Capt Clerk

PETTY OFFICERS.

William P Anderson	George W Ackerman
William H Smith	Benjamin I Despaux
John E Mead	Andrew Wagner
Vincent Perez	William P Dunlap
Michael P Vigotty	John P Brenuan
John Williams 2d	Michael McDermott
Robert Neil	Leonard Minnart
Alexander Tyler	John Jones
Bernard Hogan	William Henry
Daniel Simkins	Isaac C Parker
Demetrius Constantine	

CREW.

Edward Parker	John B Wheeler
James Johnson	William Brown 2d
John Reekie	John H Harvay
Henry Sinclair	James Smith
Louis Kolberg	Ed M Brocke
Walter Larkins	William Smith
John Philip	John Quigley
Thomas Kelly	William Mally
Gustave Grannesberg	George F Simmons
Michael O Holland	Thomas Travers
William Wood	Alexander W Hicks
John H Stancliff	Edward Burns
Paul Maxim	Edmund Hayes
John Garside	George P Jackson
William Donnegan	Irvin A Jones
Barney Mooney	John Crilty
George C Tinker	Patrick Burns
John Williams 1st	Henry Mott
Frederick C Forcke	John Hutton
Charles W Maldoon	John Dempsey
Mark McLoughlin	William Nichols
John Disney	John McMahon
William Brown 1st	George S Bedell
Montgomery Griffis	John K Burns
George Wall	Patrick Kane
John Keirns	John McGowan
John King	Henry Wilson
John Daley	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. GUNBOAT "ITASCA," APRIL, 1862.

C H B Caldwell, Lt Com	Truman Jones, 3d Asst En
George Bacon, Lieut	John Borthwick "
Edmund Jones, Act M	Wm E Bridges, Act M M
Amos Johnson, Act M	Nell Alexander "
Arthur J Pritchard, Asst Paymaster	George Spencer "
Heber Smith, Asst Surg	Fitz Henry Price, Capt Cl'k
James M Benkert, 3d Asst Eng	Joseph B Crane, Act M M
	Henry C Henshaw, Act 3d Asst Eng

CREW.

G C Backmeister	William Taylor 1st
Lewis Young	John Hutchinson
John Johnson	Richard Kain
James Rice	John Armstrong
George M Bowker	John W Balding
William Ball	Anthony Finn
Bennett H Langford	Charles McCutchen
William Taylor 2d	Charles Irwin
Robert Brown	Thomas Smith
John Smith 1st	George W Smith
John Mares	Robert Taylor
William H Channing	Benjamin F Burbank
Patrick Congden	Cornelius Richardson
Hubert Peters	William H Lemon
John Neville	Thomas Sparrow
John J Duffy	Francis Morris
Joseph Roach	William H Weeks
Henry Smith	David Barrett
Charles H Lewis	John Walner
William J Keating	James Frazier
George H Dornau	Hiram P Denmark
Lewis H Ronge	James Gilman
Oliver Andrews	Dennis Fanin
Robert M Patterson	John B Leary
Thomas Ashurst	Patrick Kearney
James Allen	James Maroney
P Reynolds	James Kite
Robert Allen	Thomas Stintson
John K Peoples	William McGinty
William Galbrath	Benjamin Labree
Samuel Wharton	Isaac McGuire
James T Bowers	Henry Engles
Thomas Spencer	Alonzo Engles
Thomas Moore	James McGarvey
Robert McQuillin	James D Howley
Hugh Riley	Edward Duff
Owen Kaney	George Jayes
William Delaney	John Nolan
Charles Engles	Richard Droyer
William Hamilton	James Ewart
James Glenn	John Smith 2d
Patrick Harrington	Wm Peterson
Moses Mason	Francis Haggerty
James W Fitzsimmons	

LIST OF OFFICERS, CREW AND MARINES ON BOARD THE U. S. SLOOP "PORTSMOUTH," APRIL, 1862.

Sam'l Swartwout, Com	Walter Abbot. Act Mid
Philip C Johnson, Lieut	John Smith, M M
J S Dungan, Surg	Thomas P Jones, M M
H M Wells, Asst Surg	Thos B Gammon, "
Casper Schenck, Asst Pay	Sidney S Beck, "
Andrew A Ward, A M	Thomas Cassiday, A Gun
Wm G Mitchell "	Henry J Hayden, A Sail
Gilbert Richmond "	John Shannon, Act Car
Francis O. Davenport, M	Chas H Tillston, Capt Cl'k

CREW.

John Cullen	John P Miller
William Hogau	Charles Drew
G W Varney	Owen McNamara
Dennis Roberts	George H Waberton
Jeremiah W Kennelly	Abraham C Coombs
James Howard	John Jacobs
Johnson Gregg	Phillip Welmar
John Coffin	Charles Vinson
George H Smith	Dennis Sullivan
Cornelius Ganuou	William Thomas
John O'Neil	Thomas Ide
John Quinn	Henry Hallman
Robert Smith	George Jackson
Patrick Clarty	Shephen Weeks
Frank Whitney	John Creighton
John Clark	Charles F Northrop
James McCarty	Andrew B McNiel
John Cook	Daniel Ramsey
Thomas Daley	Charles Daily
Henry Johnson	John Conghlin
Henry Cummings	Michael Rourke
Thomas Colburt	Elbridge M Stevens
Rodman Flaherty	Mathew Hogan
Francis A Higgius	Frederick P Hart
George Frazier	Daniel McCarty
William Smith, 1st	Matts Green
John Hancock	Thomas Henney
Richard Hardwick	William Smith, 2d
Samuel McMahon	Walter Munster
Daniel Kelly	John Brown
Peter Peterson	John Thompson
Lewis Hartson	William Oakes
Isaac Cole	Martin Flaherty
James Ryhen	Peter Flaherty
Andrew Thomas	Dennis Lynch
Michael Timoney	Thomas Johnson
Levi T Hill	Samuel Carpenter
John Bland	William Phillips
James W Perry	Frederick Stokes
Stephen B Gibson	Richard Cross
William B Gibsou	Rodolphus A Gifford
Philip C Coffin	Thomas Colvert
John Hall	Charles Tate
Thomas Walters	John Harrison
John Young	George T. Williams
James L Troupe	Charles W Thompson
Martin Holden	John H Riley
William Mansou	William M C Philbrick
William Morris	Winthrop Upham
Jos Hooper	Cornelius Cadigan
William Maxwell	Rufus Nutter
Thomas Penningtou	Frank Garland
Lewis Holtz	John E. Handley
John Smith	Howard Roper
John F Cole	Joseph Hayden
Frank Irwin	Augustus Johnson
Barney Foley	William Parks
Antonio Silva	William Ellisou
John C Smith	James Travis
Antonio Francis	Richard Graham
Nelson Wedge	Henry Bryant
Jacob Lowe	Francis Demar
Peter Tonstell	Augustus de Souza
Marshall Albades	John Dennio
Richard Watkins	Peter Anderson
Frank G Rundlett	Samuel Brooks
Richard H Seaward	Samuel A Philbrick
Randolph Dennis	Alexander Wilson
Joseph Fitzgerald	Hughes McCraine
Manuel A Frates	

MARINES.

Wm H Hale, Lieut	Bartlett McDonald
Joseph R White	Thomas Reed
John Hefferman	Robert C Smith
John Griswold	Albert Thompsou
Thomas Braman	Willard Walker
A W Eastman	John Warmingham
Robert Galt	Edward Tetley
James Gahager	Lewis N de Longe
John Healey.	

LIST OF OFFICERS, CREW AND MARINES ON BOARD U. S. STEAMSHIP "HARRIET LANE," APRIL 1862.

J M Wainwright, Lt-Com	M H Plunkett, 2d Asst Eng
Edward Lea, Lieut	C H Stone, 2d Asst Eng
J A Hamma, Act Mas	J E Cooper, 3d Asst Eng
W F Monroe "	A T E Mullen, 3d Asst Eng
C H Hamilton "	Rob N Ellis, 3d Asst Eng
R J Richardson, Asst Pay	C M Davis, Act M M.
T N Penrose, Asst Surg	John B Morris, Capt Clerk

PETTY OFFICERS.

J C Taplin	John Brewer
William O Riley	William Ray
Charles Anderson	Alex Steele
Albert Sailor	R T Clifford
William Leech	J A Purrington
John Kear	F P Burke
Henry Bross	Angelo Savarzi
T B Hamman	Alfred Walton
Daniel Morris	George Brown
George W Davis	Charles Gibson
William Abbott	J O McDermott

CREW.

Thomas Calligan	John Horricks
Thomas Robinson	F. La Roche
James Onley	Chris Eisenhardt
Joseph Bentley	James Frazer
J E Derbyshire	Henry Gordon
Robert Buchanan	David Hern
C H Williams	J C Johnson
Peter Jackson	E F Kansil
John McCann	John Lalone
J C Nickle	Thomas McCauley
Jos Boothby	J H Schafer
Richard Hahn	Joseph Stull
Daniel Haggerty	Owen Timaney
George Phillips	John Doud
James Farson	Joseph Clemmens
John Hart	Henry Burrell
William Martin	Frederick Jones
Joseph Pollock	Alexander Stephens
John Curran	William Smith
John Budd	Robert Cummings
John A Marshall	Joseph Cummings
William Metz	P N Curry
John Conroy	W S Jacobs
Charles Crozett	Frank Munson
Nicholas Dunn	Horace Lucas
Henry Newton	James Blancy
Theo Payne	W T T Golnway
Nicholas Wheeler	William Patterson
P O'Donohue	Michael Kelley
J H Hutton	William Gloums
S P Emerson	John Delargy
William Smith, 2d	Henry Burns
Thomas Holton	W R Blancy
Patrick Sweeney	T H Blackman
John McGrath	Thomas Donovan
R G Lewis	John Foley
John Carlin	

LIST OF OFFICERS, CREW AND MARINES ON BOARD U. S. S. "WESTFIELD," APRIL, 1862.

Wm B Renshaw, Com	Geo S Baker, 3d Asst Eng
C W Zimmerman, A M	Chas W Smith, 3d Asst Eng
L D Smalley "	John Vnn Hogan, 3d Asst
F C Miller "	Eng
Gustav Vassallo "	Stephen A McCarty, A Mid
Joseph H Warren "	David Harvey, M M
E H Allis, Act Asst Surg	Jno P Arnette, "
Chas C Walden, A A P	Wm P Babcock, "
Wm R Green, 2d Asst Eng	Dudley S Griffith, Capt C

PETTY OFFICERS.

Lewis C Duhree	Thomas Buckley
Thomas Griffin	Henry J Marwood
William Spears	William Smith
John Johnson	James Stewart
Samuel P. King	Lawrence Lynch
William Johnson	Henry D Bassett
Jacob Sunkle	George Murray
William Essor	Henry Chevan
John Callahan	William W Blake
Hugh Taylor	John Neal
James Mumford	Daniel Coogan
Richard O Halloran	William H H Taylor
William J King	

CREW.

William Sloan	George A Campbell
Patrick Boylan	James H Mears
Henry Bethke	James McPhee
Harold Neilson	Ephriam Barnish
James Sankey	Louis Diedericks
Henry Benson	Charles H Roberts
John Kearns	Richard Monroe
John Donnelly	Rodolphus C Hibbard
Charles F Rodden	Samuel Boyd
Richard Revel	Peter Johnson, 1st
Samuel Lester	James Brown
Frederick Mill	David P Whepley
John Pushlock	John McCarty
Robert Brown	William B Van Brunt
Joseph Murray	Charles Richards
John L Baybert	Edward Doyle
John Gordan	John Regan
William Ramsey	Patrick Flynn
John Rowland	John Reitly
Michael F Wheelan	William John Flynn
William G Chorsey	Henry W Decker
Robert McKenzie	Henry Pieper
John Doyle	Hugh McCabe
Edward Weeks	George E Cox
Thomas Cotter	William Reaves
Peter McGrak	John Glover
James Johnson	Eugene McCarty
Granville H Bailey	Phillip Smith
Theodore A Smith	Ward B Smith
Benjamin Billings	James Pearcey
Patrick Callan	Patrick Lankin
Wilhelm Martzea	Thomas McDonald
Franz Wisher	William Katon
Deiderick Heicks	Jeremiah Edgerton
Eugene N Smith	John Mcenan

MARINES.

Jacob M Bakk	John Lane
Robert Ehrnem	Patrick McCarty
David Coonell	Henry O Gusley
George Alton	Jacob Hennis
John Davis	John Scullion
John Donohue	George E Beomans
David Finch	John Dwyer
John Fitz	

Who Invented the Screw Propeller?

BUFFALO, N. Y., March 18, 1874.

Editor The Nautical Gazette:

SIR—I notice in the last GAZETTE an obituary notice of Francis Retill Smith, credited with being the inventor of the screw propeller. I have given this matter some attention lately, and would like to know if he was, positively and indisputably, the acknowledged inventor of the propeller? If you could spare a moment and drop me a line on this matter, and, if it is a disputed one, would give me the names of those disputing the claim for the invention, you would confer a great favor on me. I would like to find an account of the first trials of the propeller, etc. Can you tell me where I can find one? I had understood that Mr. Ericsson, the "monitor" man, claimed this invention.

Very respectfully yours, INQUIRER.

Capt. Thomas Morley, of pilot-boat *Hope*, No. 1, reports that on March 18, in latitude 40° 33′, longitude 71°, he passed a fishing smack, cut through just aft the fore rigging, foremast and bowsprit standing. Appeared to have been run down by a steamer.

The display of cautionary signals will be resumed at the lake stations on April 1.

THE S. S. "CITY OF PEKING."

THE GREATEST OF AMERICAN IRON STEAMSHIPS—OUR TRIUMPH IN SHIP-BUILDING—A LITTLE OF PACIFIC MAIL, PAST, PRESENT AND FUTURE, &C.

That Chester felt proud when the big ship gracefully quit the launching-ways, and cleft the waters of the Delaware, no one will question, and that Pennsylvania took credit for the honor done to her soil no one who was present could fail to see, and even New York joined in seeking a share of the honors of the occasion. This was as just as it was natural, as certainly the event was of national importance and significance. The launch of this monster marked a new era in our ship-building history; it was a new departure, it was an advance worth millions to the nation, and one that every American should feel proud of; and while the builder of the stately ship is to be congratulated, we must not forget the company who have had the enterprise and foresight to order the construction of such ships as the *City of Peking*, and her sister, which yet awaits time and tide to join her consort. A quarter of a century has rolled around since Aspinwall, Howland & Channey made a bargain with the United States Government by which, in consideration of an annual subsidy, they agreed to maintain steam communication between New York and the newly-acquired Territory of California, via the Isthmus of Panama. Money to build the ships was raised with difficulty, but at last two ships were built and started around the Horn. While yet at sea, gold was discovered in California. This was a new era. Prospects brightened. The capital of the company was at once raised to $1,000,000, next year to $2,000,000, and three years after to $4,000,000. From this time forward Pacific Mail was a target, sometimes up and again down. Misfortunes assailed it—at times it was in sunshine, and again it was in storm—but it lived, and to-day we see it, as it were, beginning life anew. The child has grown to manhood; wiser counsels prevail; able heads manage it, and its present directors, we believe, intend to develop its latent power and influence. A new fleet, of modern type—a fleet unsurpassed in all the requirements to make it a commercial success—is rapidly being put in commission, and the outlook is more encouraging than it has been for many years. Men see that it is necessary to keep our foothold on the Pacific Ocean, to increase our commercial relations with the Eastern nations, and to do this they must support what can be made the most powerful steam line in the world. Honesty of purpose, integrity of management, constant vigilance and untiring skill will surely accomplish the object in view.

None of us are infallible, and we doubt not that jealous parties can find fault with many things connected with the detailed workings of the Pacific Mail Line; but, as for us, we are convinced that those at its head to-day are working not only with earnestness but honesty to develop the best interests of this great concern. It is no trifling task to reorganize such a vast company, owning, as it does, so large a fleet, and overlooking such an army of employees, and we must be liberal and charitable in our dealings with men who have, with little or no experience in such matters, undertaken such a thankless task. Every day shows decided marks of improvement, and a well-defined advancement to a high state of efficiency in all departments.

It is our duty to "let by-gones be by-gones," as relates to the past history of the Pacific Mail, and to lend our aid to furthering its prosperity. A glance at her new fleet—her profitable and economical fleet—gives ample proof that now the elements of real success are in the hands of the managers, and we have good proof that they intend to develop the resources of the line for the benefit of all really concerned. We have but slight personal knowledge of the *personnel* of the company as now organized, but we have been watching with a jealous eye its working for months past, and can bear testimony that its affairs are better managed now than in times we could name.

We, perhaps, have already dwelt too long on this subject, but we feel a pride in the line, because it is almost our only American line, and we earnestly desire to see its prosperity and extension. We want to see it to the United States what the Cunard or P. & O. is to Great Britain; aye, we want to see it *the* line of the world. In our earlier days we saw its ships built, launched, and sailed under its flag, and when misfortune overtook it, we grieved with genuine sorrow. Now we can see a bright future for it. We joined the immense throng which witnessed the launch of the Queen of the Pacific Ocean, and saw that splendid triumph of naval skill and architecture glide down the ways, with feelings not to be written, for our words fail to convey the fullness of our joyous heart on that eventful day. Long may the P. M. S. S. live, steadily may its fleets increase, until its "house flag" is as well known all over the world as is the Stars and Stripes, which floats so proudly over the taffrail.

THE HULL AND FITTINGS.

The Pacific Mail Steamship Company's iron steamship *City of Peking* was launched from the yard of the builders, Messrs. John Roach & Son, at Chester, Pennsylvania, on Wednesday, March 18, 1874. This latest addition to the Pacific Mail fleet of 35 steamers had not, up to the date of launching, been measured for register, but her gross burden will fall very little short of six thousand (6,000) tons. Her extreme length of hull is 423 ft., by 48 ft. breadth of beam, and she is 33 ft. 6 in. deep between the top of the keel and the spar deck. She has four decks, and six water-tight compartments. She has accommodations for 150 cabin passengers, and 1,800 steerage passengers, and her coal bunkers will carry 1,500 tons.

The bulkheads are fitted between double frames, so as to insure the greatest tightness and resistive power in the event of it ever becoming necessary to depend on them for safety.

All the deck beams are placed on every alternate frame, with "knee" plates forged on them, and are riveted to the frames and stringers.

The "shell plating" of the vessel varies from 11-16 to one inch in thickness. No plate is less than 12 ft. long, and each plate tapers, to suit the ship's sheer. Every shell plate has been tested, before being put into the ship, to several times the strain, in both simple and compound rotations, it can ever be called upon to bear in actual use. All shell plates are flush-jointed on the vertical section, and lap-jointed on the longitudinal section, and they are all riveted according to the rules of the Bureau Veritas.

All the ship's shy-lights are arranged to combine the maximum of utility, strength, and water-tightness.

The rudder, frame and stock, are of the best hammered scrap iron, and every means that intelligence has devised and experience confirmed as useful has been employed to render this important part of the vessel absolutely secure.

The *City of Peking* is furnished with the most approved steam steering apparatus, as well as two other hand wheel steering apparatuses, one forward and the other aft. The steam apparatus is furnished with a friction-brake to hold or stop the rudder at any point, and with a pointer to indicate exactly at what degree the rudder is at any moment.

The whole of the bottom of the ship is covered with White's waterproof Portland cement, which fills up all spaces solid to the timber holes.

The four decks are as strong and watertight as iron plating and fastenings, and hard wood and pitch-pine and cement can make them.

Ventilators have been abundantly supplied in all parts of the ship, and so arranged as to admit under all circumstances a continuous current of fresh air and to exclude water. The hollow iron masts also serve as ventilators.

The upholstery is principally of crimson Utrecht velvet, and the cabin furniture includes everything of utility and convenience that is usual in first class private residences.

Particular attention has been devoted to the provision of a smoking-room as spacious and splendidly appointed as the most exacting taste could require.

The hospital is built and furnished with everything necessary to the perfect working of that department.

The cook's room is furnished with everything that can render complete a marine kitchen.

The dining saloon is 34 by 47 ft., and is finished in maple and ebony, with an elegant cornice around the ceiling, and with appropriate paintings, and plate mirrors, and piano. Nothing has been omitted that could render this saloon, in equipment and decorations, the model one of its class.

The ladies' cabin is abaft of all the other cabins. A low and wide sofa runs around the stern, with hardwood armpieces placed about 24 in. apart, to form seats. Adjoining the cabin is a commodious ladies' bath-room, with shower-bath, and otherwise fitted with all the latest improvements.

The mail room and the bullion room are each built entirely of iron, with iron decks and ceilings, and are fitted with Chubb's chilled-iron doors and locks.

The cabin state-rooms have intermediate doors, whereby they may be converted into double state-rooms. The doors are furnished with ground plate glass, and the bedding and all other accommodations are in a style that could not be surpassed. All berths are 6 ft. 6 in. long by 28 in. wide.

The night lighting is from electroplated moderator lamps of the most approved construction, and is ample for all purposes.

To prevent rust and to secure permanent soundness, every piece of iron received three coats of red lead paint in addition to the ornamental painting. The frames and plates were both painted before the ship was put together, and, previous to launching, the hull was covered with several coats of anti-fouling composition.

The ship is furnished with 10 boats, the largest four of which are 26 ft. long by 7 ft. 6 in. wide, and 3 ft. 3 in. deep, and the smallest 22 ft. long by 5 ft. 3 in. wide and 2 ft. 2 in. deep. They are fitted with lowering apparatus and are otherwise perfect, according to the most exacting conditions of the official inspectors.

All the lower masts and topmasts are of iron, and in one piece, and the sails are made of the extra long flax canvas of the Gomock Ropework Company.

The ship is furnished with a full set of awnings which cover it from stern to stern. *These awnings are incombustible.*

The distilling apparatus provides 4,000 gallons of fresh water per day for passenger consumption.

The total weight of iron used in constructing this steamship was 5,400,000 pounds.

The foregoing are the principal facts of general interest concerning the hull of the *City of Peking*. From them it will be seen that, with the exception of the *Great Eastern*, she is the largest mercantile steamship ever built in any country, and the largest trading steamer that ever carried the American flag.

THE MACHINERY.

The engines of the *City of Peking* are correlative with the magnitude of the vessel. They constitute, with one exception, the largest piece of mercantile marine machinery ever constructed anywhere, and are monumental representatives of the science, art and industry which produced them. They consist of two pairs of compound engines. The stroke is 54 in. There are two low-pressure cylinders of 88 in. each, and two high-pressure of 51 in. each—thus giving an aggregate cylinder-diameter of 278 in. Either engine may be detached from the other, and in case of breakage of one of them at sea, the sound one may be worked while the other is in process of repair, and will propel the vessel at two-thirds of its regular speed.

The pumps for circulating the water through the surface condensers are independent of the main engines, which is a decided improvement.

This colossal machinery is to be furnished with steam from ten cylindrical boilers 13 ft. in diameter by 10 ft. 6 in. long, the shell of each boiler being 13 16 of an inch thick, and double-riveted. Each boiler has three cylindrical furnaces with 204 tubes 3¼ in. outside diameter by 7 ft. 6 in. long. The total grate surface in these ten boilers is 520 square ft., and the total heating surface is 17,000 (seventeen thousand) square feet. This is the largest heating surface ever provided for the engine of any mercantile compound marine engines, and will evolve valuable economic results in permitting slow combustion of fuel while the machinery is at full working power, and thus ensuring a development not very often attained—namely, the complete consumption of all the coal put into the furnaces. These engines are of 5,000 horse-power.

The length of the crank-shaft is 39 ft., and that of the "line" and propeller shafts is 128 ft.—total 167 ft. The diameters of these shafts in the bearing are as follows: Crank shaft, 18 in.; "line" shaft, 17 in.; propeller shaft, 19 in. The immense "journal" diameter of the propeller shaft is used to minify the possibilities of breakage at sea. This shaft derives additional security from the fact that it has a bearing in the rudder post. It is also encased in composite metal, where it rests on the inboard and outboard bearings (three in number), and revolves on staves of *lignum vitae*, so set that the friction comes on the end of the grain, and that the water may circulate between the staves and prevent hot bearings. It is calculated that this arrangement of the propeller shafting is so perfect that no renewal of any part of it will be required, on account of ordinary wear and tear, before the expiration of eight years. In view of the fact that the engines will average 65 revolutions per minute, the mechanism and setting of the propeller and its shafting must be regarded as a triumph of skill in this branch of engineering.

The ten boilers are supplied with fresh water by means of two surface condensers of about 10,000 square ft. These condensers are so perfect as to return to the boilers all except a very small percentage of the water necessary for generating steam.

An improvement has been effected whereby the verdigris from the copper tubes of the condensers is neutralized by the introduction of salsoda, which combines with the verdigris, tallow and oil from the cylinders and condensers and is deposited at the bottoms of the boilers. This combination obviates the corrosion—or "pitting"—of the boiler tubes from verdigra, and thus saves a very heavy expense. About three-quarters of a pound of salsoda is used for every ton of coal burnt.

The steam is drawn from the boiler through a perforated dry-pipe and passes into a cylindrical superheater 15 ft. high by 11 ft. in diameter, with four internal flues of a diameter of 3 ft. 2 in. each. Heat from the boiler fires circulates through these flues on the inside and dries the steam which surrounds them on the outside. Thus dried, the steam passes from this superheater into the high pressure cylinders, where it is expanded from 60 pounds per square in. down to 10 pounds. It is then exhausted into a receiver between the two engines, from which it passes into the low pressure cylinders, where it is further expanded down to 10 pounds below atmospheric pressure. The high expansion thus denoted is a cause of great economy in fuel.

The *Colon*, *Colima*, *Acapulco* and *Granada* each burn about 25 tons of coal per 24 hours when running on the schedule time. The *City of Panama* and *City of Guatemala* burn fourteen tons under the same conditions. The *City of Peking* will, by close estimate, burn somewhat less than 60 tons per day while making schedule time. If it were not for appearing to make invidious distinctions, vessels of smaller size and less power than the *City of Peking* might be named which, though considered in economic as in all other respects the "crack" ships of certain foreign fleets, consume not less than between 65 and 80 tons per day under the most favorable conditions.

The engines herein described are warranted to drive the steamer 15½ knots—more than 18½ statute miles—per hour in average weather. They will develop an actual working power of 12 per cent. in excess of that of the engines built by Maudslay, Son & Field, of London, for the *Ville du Havre*, and 18 per cent. more than the working power of any other compound engine now afloat in a merchant ship.

The propeller of the *City of Peking* is of the Hirsch patent, and is 20 ft. 3 in. in diameter, has 4 blades, and has a mean pitch of 30 ft.

In case of leak the ship's pumps are capable of throwing 10,000 gallons (250 barrels) of water per minute.

There are four donkey engines with separate boilers which may be worked in connection with or detached from the main boilers. There are three freight hatchways on deck, each furnished with a steam winch for hoisting and lowering freight. Separate engines also work the anchors, and the sails are hoisted, set and furled by means of these winches, thus reducing the labor of the crew to a minimum.

In regard to security from fire, it must suffice to state that every known appliance of pipe, hose and pumps have been furnished throughout the vessel to extinguish fire.

The *City of Peking* will be immediately brought from Chester to the Morgan Iron Works, foot of 9th Street, East River, New York, where she will be fitted with her machinery and made ready for sea as soon as possible.

Nothing has been left undone to render the *City of Peking* in every possible respect an absolutely perfect vessel. She enters the water as the Pride of the American Navy, and, without detracting from the worth of any foreign vessel, has no equal now afloat available for commercial purposes. She is one-fourth larger than the White Star ship *Celtic*. Three years ago the almost universal belief was that no such vessel could be built except on the Clyde. Two years ago her builders, Messrs. John Roach & Son, took their yard at Chester. Within that period they have "turned out," complete in everything except the steward's department, no less than seventeen (17) iron steamships. Before as well as during the late war American ship-builders sold to Great Britain the finest sailing vessels that ever carried the British flag. Messrs. Roach & Son's success on the Delaware goes a long way toward justifying a statement made by Mr. Roach, senior, two years ago, in a letter to Hon. Samuel Shellabarger, Representative from Ohio, that, far from buying iron ships abroad, the same legislation on our part that has built up foreign carrying trades in the countries where such legislation has

been adopted, would enable us to "*sell* iron steamships to foreign countries."

The *City of Taikio*, a companion ship to the *City of Peking*, is in process of construction by the same builders, and will be put afloat within six weeks.

As an instance of the economic superiority of the new Pacific Mail iron steamers, it may be noted that the wooden sidewheel vessels of the *Henry Chauncey* type cost a total of $750,000—tho engines and boilers having cost $250,000 each. The new iron *City of Panama* and *City of Guatemala*, which cost complete only $250 000, will carry a larger amount of freight on a consumption of one-third the coal, making schedule time, and costing only one-third of the operating expenses. There is, therefore, nothing experimental in the new iron steamers, whether of the *City of Panama*, *Colon* or *City of Peking* type. The business of the Pacific Mail Steamship Company in the operating of these new vessels has an absolutely ascertained and determined basis.

We cannot, in the limited space allotted to us at this time, go into as many details as we could wish to, nor give the due credit to those individually who have contributed their quota of talent and skill to make this ship so complete and so beautiful, as well as staunch and enduring. In a future notice of the vessel we shall mention these names, giving, as far as we are able, due credit to them for their handiwork.

B. S. O.

WESTERN MARINE.

CINCINNATI, March 23, 1874.

Such a season for navigation on our western rivers is beyond the recollection of the "oldest inhabitant." The tropical zone seems to have moved its belt further north and fought off those polar undulations which nipped the nose of Jack Frost himself in the Winter of 1872. It would be difficult to estimate the quantity of rain that fell during the past season, but it has been immense and kept all the steamers in the great Mississippi Valley bank full and sometimes overflowing ever since last August. Scarcely does one freshet waste itself away before another comes to take its place.

Steamboat building in the West has not been very heavy during the past two years, for the simple fact that it has been unsafe—that is, steamboating has been a risky business and not a very profitable one for a few years back. Many steamboatmen, however, seem to think that the "bottom is reached" and the interest will begin to advance. The good stage of water that has prevailed during the season and the general degree of attention which cheap transportation is receiving on all hands, afford some ground for their argument. The building of steamboats in the West has been confined principally to boats for the navigation of Southern bayous and towboats. The principal advent in new boats this year was the *Paragon*, a 2,000 ton boat, designed for the tranportation of freight only, and now plying between Cincinnati and New Orleans. In my next I will give you a description of her and endeavor to tell some of your Eastern readers what a mammoth stern-wheel steamboat looks like.

The steamer *Genevieve* is the name of a new sidewheel boat, which made her maiden trip last week. She is owned by what is known as the St. Louis Anchor Line, more properly speaking, the St. Louis and Memphis Packet Company, and cost about $80,000. She was built by the Carondolet Marine Railway Dock Company, (St. Louis), and of her class, ranks among the first. Her dimensions are as follows: length, 243 ft.; beam, 36 ft.; floor, 35 ft.; depth of hold 7 ft.; capacity, 1,000 tons; two engines, cylinders 26 in. in diameter, 7 ft. stroke; 4 boilers 26 ft. long by 44 in. diameter, with 4 flues, doctor, nigger engine pumps, etc., complete, cabin full length, 48 rooms, with nursery between decks.

She is handsomely finished and furnished in very elegant style, as all the finer class of Mississippi steamboats are.

Steamboating in the West has not been a very profitable business this season, especially in long trades. Freights have been rather scarce and rates very low. Last season boats from Cincinnati and St. Louis to New Orleans got from 40 to 50 cents per 100 pounds on bacon. This season they are getting from 15 to 25 cents, and more frequently the former. Very few boats running to New Orleans have made any money this year

A rather novel craft put in an appearance at this port last week. She is a propeller, having two wheels and locomotive engines. Her dimensions are: Length, 130 ft.; beam, 26 ft., and depth of hold, 7 ft. She has a heavily rounded bow, and draws little or nothing forward, and about 30 in. aft. Her upper works are located at the stern and scarcely occupy a space of 50 ft. They comprise a dining room, cook-house and pilot-house. Forward an uncovered deck extends, giving her an extremely odd appearance. It is difficult to describe the character of such a boat, but if some of your Eastern shipbuilders could get a glimpse of her, the sight would strike them with greater wonder than the, to them, novel sternwheel steamboat which plies on Western waters. The boat was built at Portsmouth, Ohio, and constructed expressly for a stream in Tenoessee known as Forked Deer River. She will be used principally in transporting lumber and, it is estimated, will carry about 700 tons.

R. O. BINSON.

The appropriation to carry on the work of dredging the bars at the mouth of the Mississippi river is exhausted, and work there has been suspended. With this, New Orleans is imminently threatened with a suspension of her commerce. Already the bars are shoaling down to the water they naturally carry, about fourteen or fifteen feet. It is now manifest it cannot be many days before the worst fears will be realized, and the port practically shut off from the rest of the world by a blockade of mud and sand.

The Government of Great Britain was to be urged, on Monday last, by Mr. Anderson, to co-operate with the United States Government in fixing sailing tracks for vessels crossing the Atlantic between the two countries.

YACHTING.

Yachting Fixtures.

The following are the times fixed by the undernamed yacht clubs for their annual regattas for the ensuing season of 1874:

New York Yacht Club... ... ...Thursday, June 11.
Brooklyn Yacht Club.....Tuesday, June 16.
Atlantic Yacht Club... ... .Wednesday, June 10.

Brooklyn Yacht Club.

The regular monthly meeting of this club was held at its rooms, 26 Court Street, on Wednesday evening last, the President, P. W. Ostrander, in the chair, W. T. Lee, Secretary, and quite a full attendance of members.

The following new members were balloted for and unanimously elected: John W. Underhill, W. G. Steinmetz, Charles H. Mallory, sloop yacht *Fannie*, 100 tons; Anthony Walters, W. T. Garner and Alderman Eckert.

The Secretary was instructed to give all members who were in arrears due notice, and after 90 days the club will take action, as provided for in the by-laws. A resolution was offered, and approved, to the effect that hereafter the Board of Trustees hold regular quarterly meetings, assembling one hour previous to the hour of the regular meeting, for the performance of their duties, and that the quarter date from January, 1874.

An announcement was made to the effect that the next regular meeting of the club will be held in the new rooms, corner of Court and Montague Streets, entrance on the latter. The accommodations will consist of two large rooms, with an enclosed hall, suitable for committee rooms. The location is on the fourth floor, well lighted and ventilated.

Vice Commodore John S. Dickerson presented a copy of Hamilton Mortoo's "America's Cup" to the club, for which the donor received a hearty vote of thanks.

The Vice Commodore, in reply, said that he gave the work with a view of encouraging a spirit of emulation in respect to forming a club library.

Dr. Thomas Fry then donated a very beautiful library case, which elicited a hearty vote of thanks. Ex-Mayor C. Godfrey Gunther announced his intention of donating a very valuable work to the club, it being a peculiarly interesting work for sailors. Steps were taken to secure a renewal of the lease of the club house at the foot of Court Street.

On motion, the Regatta Committee stated that the time of the annual regatta had been fixed for Tuesday, June 16th, the tide serving at 10.26 a. m. at Governor's Island. By vote the club adopted that time and ratified the decision of the Committee.

The following gentlemen, assigning good reasons, and in letters full of hearty wishes for the prosperity of the club, tendered their resignations, which were accepted: Capt. Samuel Samuels, W. D. Veeder and H. P. Pearson. The meeting then adjourned.

After the adjournment of the meeting a very beautiful model of a steam launch, designed by Mr. G. Hillman, of City Island, was exhibited, the proposed dimensions of the launch being 32 ft. over all, and 7.6 ft. beam. It was very much admired by all who saw it. It was hinted that Commodore Wm. Voorhis, of the *Tidal Wave*, intends to build a tender for his yacht off these lines, and also that a large company want a tender of the same dimensions.

Hudson River Yacht Club.

The Dock Commissioners have given permission to this club to erect a club-house at the foot of Seventieth Street, North River, its dimensions to be 20 by 20 feet, the building to be occupied for boating purposes only. The petition was granted subject to the condition that the building be erected under the supervision of the Superintendent of Docks for the district, and in conformity with the Fire Laws of the city, and that it shall remain only during the pleasure of the board.

Life Raft for Yachts.

We hear that Mr. Kennard's new steam yacht *Sunshine*, now building at Lymington, is to carry two of the life rafts invented by Mr. Henry Christie, of the Peninsular and Oriental Company's service. This raft was described in the *Field* some time since, and for simplicity of construction and consequent inexpensiveness is without rival. It has been very highly approved of by nautical men, and as a stand-by in the event of a ship foundering it will prove invaluable as a means of saving life.

The raft is so arranged that no matter which side comes uppermost when it falls, is tossed, or floats off the deck into the sea, it will have a "top side" uppermost, as both surfaces are alike. Each surface is so arranged that when floated four hinged planks can be raised to form strong bulwarks for the protection of women and children, and one raft will have buoyancy to float a great many more people than could get on to it.

Everyone must be convinced by this time that boats are not much to be relied upon for life saving at sea, and it would be almost impossible to carry sufficient boats for the purpose of saving a whole crew and passengers, even if boats were less liable to mishaps. Yachts run the same risks of disaster that other vessels do, and it is no doubt quite right that they should be well provided with life saving apparatus, and a principal contrivance for this end should be life rafts, such as Mr. Christie has invented.

The *Sunshine* will carry two of these rafts, one across the deck, presenting the appearance and acting as a seat. The dimensions of this raft will be about 15 by 8 and 3 ft., and will be sufficient to float all hands, besides provisions and water. The other will be 7 ft. long, and attached outside the bulwarks on tumblers, to be cast off by a trigger arrangement in case of a man overboard in heavy weather, if there might be danger in lowering a boat.—*London Field.*

Yachting Notes.

The *Tidal Wave* will make a trial trip in a few days. Yachtmen are a little curious to know how she will work since she has been lengthened.

There is considerable inquiry for a superior type of cat-boat, and rumor has it that one is about to be built by a practical yachtman, which will create quite a sensation in yachting circles. She will be about 28 ft. in length, 13 ft. beam, and about 3 ft. in depth, with suitable berthing accommodations for four persons, and filled with very convenient arrangements for comfort.

The Secretary of the Treasury decides that in case where a woman is owner of a yacht, there is nothing in the laws of the United States which can prevent her from being named in the marine papers as the master thereof.

U. S. REVENUE MARINE.

On the 9th inst, the *Crawford*. Lieut. Bailey, commanding, while on the cruise to the eastward of the Capes of the Delaware, fell in with the schooner *Helen A. Ames*, of Dighton, from Baltimore for Boston, with coal, in a leaking condition and crew exhausted from working at the pumps. The *Crawford* stood by her 48 hours and sent men on board to assist. The schooner was aided in reaching the breakwater and proceeded to Philadelphia for repairs.

The revenue steamer *Stevens* returned from a cruise down the Sounds yesterday. Reports the schooner *I. Hope* ashore on Gull Rock. After working on her for about nine hours, it was found impossible to save her. The *Stevens* is doing good work.—New Bern *Times*, March 20.

The *Levi Woodbury*, on the 25th inst., towed to Portland the schooner *W. H. Warren*, which had lost her light spars, and reports the schooner *Eugene* from Thomaston, for New York, with lime, got ashore on the Cuckolds, bilged, took fire and was destroyed.

How to Get Naval Vessels Ashore.

Your correspondents on naval matters seem to be "sound" in their ideas, but they give no method of correcting them. For instance, every body who has studied the iron-clad question knows that iron-clads built in British naval dock yards are far superior to any built in private yards, and cost very little more, but your correspondents cannot tell how the same thing can be done in this free republic, where the people reign, and where there are rings and jobs. Another writes about the "man-of-war sailor," but gives no plan to induce him to forsake the coasting steamship service and enter again the navy.

Now I propose to place our six little monitors, which will soon corrode and foul if allowed to remain constantly in the Gulf waters, or the Navy Yard beach at Pensacola, and if mathematical calculation is required, I will go no higher than simple proportion; that is, if 200 men did, with poor appliances, at Cramp's ship-yard, in 1864, haul up on the ways a light draft monitor in a few hours, how many hours would it require to haul up the five monitors at Pensacola, with the fleet working party and good navy yard appliances? So, Admiral, when you are ready to lay them up, send your carpenters ashore with their gangs and lay ways; then, boatswain, rig your falls, pennants, capstans, &c.; band, play your music, and boys walk away at the bars, and up comes our five little iron-clads, ready to go into the water at any time, and no foul bottoms to reduce their speed to less than steerage way.

Utilize our squadron and Southern navy yard, and nurse our little iron-clad navy, for these six splendid monitors are to be the nucleus of our future iron-clad navy. A civil engineer liberated Porter's iron-clad fleet from its perils. Will our scientific naval commanders allow this simple piece of shipwright work to be done by outsiders, when they have the sinew to do it in their own fleet?

A WELL-WISHER OF THE IRON-CLAD NAVY.

Ship-Building on the Pacific Coast.

The San Francisco *Commercial Bulletin*, in a recent issue, presents a list of the vessels built on the coast south of Puget Sound, during 1873. Quite a large number of vessels have been either launched or commenced at different places on Puget Sound, but we have no detailed record in relation thereto. It may not be uninteresting to state in this connection, says the *Bulletin*, that the ship *Pactolus*, requiring a new foremast and mainmast, her owner inquired at Baltimore how much they would cost, and was informed that the new spars would be supplied, and the ship placed in full-rigged condition again, for the sum of $2,300, because no single sticks of sufficient size could be found on the Atlantic side, and it would be necessary to put in made masts, which are much more expensive. Her commander concluded that he could reach San Francisco with the sticks as they were, and did so. On arrival here, he got magnificent spars put in, and the ship turned over to him in perfect condition, for the sum of $1,300.

AT SAN FRANCISCO.

Class.	*Name.*	*Tonnage.*
Steamer	Ancon (rebuilt completely).	1,541
Steamer	Varuna	176
Ship	Three Brothers	2,972
Barge	Grand Island	346
Barge	L. S. Allen	346
Schooner	John McCullough	72
Schooner	Challenge	44
Schooner	Eddy	39
Scow schooner	Horace Templeton	43
Sloop	Chassette	21
AT VALLEJO.		
Scow schooner	Star	48
AT COOS BAY.		
Barkentine	Portland	494
AT MENDOCINO.		
Schooner	Uncle Sam	114
AT COQUILLE.		
Propeller	Cordelia	60
AT OAKLAND.		
Sloop	Dolly Varden	10
Total		6,826

The Spanish coasting steamer *Barcelona* went ashore on Cayman, Chico Key, on the 21st inst. The vessel is a complete wreck, but all the crew and passengers and a portion of the cargo were saved.

SHIP-BUILDING.

Registration of U. S. Merchant Vessels.

Official List of U. S. Merchant Vessels, to which were awarded official numbers during the week ended March 21, 1874, in accordance with the provisions of the Act of Congress approved July 28, 1866. Reported from the Bureau of Statistics Treasury Department:

Official No.	Sig'l Letters.	Rig	Name of Vessel.	Tonnage.	Home Port.
105337	....	sc	America	341 67	Chicago
2886	...	st p	Boone No. 2	21.25	Constan'e
2887	...	sc	Bell Brown	217.92	Chicago
125220	....	st s	C. L. Marchal	84.26	New York
125221	...	st s	Cashier	93.87	Chicago
125222	...	st s	Chas. W. Parker	36.42	Chicago
125223	....	sc	City of Woodstock	164.05	Chicago
6808	....	st s	Depue	69.48	Depue
36581	....	bge	Ernest Blair	224.33	Covingt'n
8980	....	sc	E. J. McVea	291.43	Chicago
8981	....	st s	E. P. Ferry	36.42	Chicago
8982	....	sc	E. R. Blake	201.06	Chicago
8983	....	sc	Ella Spry	545.68	Chicago
8984	....	st p	Eureka	214.36	Chicago
85308	....	st p	Gov. Allen	206.25	Ironton
85309	....	sc	G. A. Channon	265.99	Chicago
85310	....	st s	Gertie	12.96	Chicago
95260	....	sc	Halstead	496.53	Chicago
100110	....	sc	Ida Keith	489.54	Chicago
75598	....	sc	James Couch	843.84	Chicago
75599	....	st p	John Spry	545 68	Chicago
15958	....	sc	L. A. Burton	215.21	Chicago
15959	....	st s	Leonard Everett	14.12	Chicago
18788	...	sc	North Cape	386.02	Chicago
20470	....	st a	Peerless	1275 57	Chicago
20471	....	st s	Protection	60.03	Chicago
110154	...	st s	Raleigh	980 35	Buffalo
110155	...	st s	Rambler	42.62	Buffalo
56496	....	bge	Richard J. Carney	397 07	Buffalo
110156	JNWR	st s	Reading	1283 00	Phila.
115228	JNWS	st s	State of Texas	1548 66	New York
24982	JNWQ	sc	T. R. Pillsbury	414.66	Thos'ton
24983	....	sc	Tom Paine	33 31	Chicago
24984	....	sc	Turner & Keller	234.09	Chicago
80397	..	st s	W. C. Francis	37.98	Buffalo
80398	....	sc	Willie	12.17	Chas'ton
80399	JNWT	sc	Willis S. Shepard	475.46	Boston
80400	....	st s	Willie Brown	19.51	Chicago

Total vessels numbered..... 38

EDWARD YOUNG, Chief of Bureau.

Launched.

At Setauket, L. I., March 19, by N. Hand & Son, a schooner of about 240 tons register, called the *N. Hand*.

At Bay Shore, March 11, a handsome new schooner of about 80 tons carrying capacity, modeled and built by J. L. Wicks.

At Noank, Ct., March 19, from the yard of R. & J. Palmer, a 3 masted schooner, named the *E. L. Dow*, of the following dimensions: Length of keel, 112 ft.; 32 ft. beam and 15 ft. depth of hold.

At Bath, March 17, from the yard of Dearing & Donnell, a 3-masted schooner called the *Willis S. Shepard*. She is 475 tons burden.

At Belfast, 18th inst., from the yard of Henry McGilvery, a bark of about 600 tons, O. M., called the *David Babcock*.

At Belfast, on the 19th, by C. P. Carter & Co., a brig of 470 tons, O. M., named *I. W. Parker*.

Philadelphia Ship-Yards.

A fire occurred on the night of the 23d inst. in the machine shop of the upper ship-yard of Wm. Cramp & Sons, Beach and Norris Streets, Philadelphia. The machine and pattern shops were damaged to such extent that they will have to be rebuilt. The loss is mostly covered by insurance.

Fortunately the firm have their machine and pattern shops at their lower yard, foot of Palmer Street, Delaware River, so that they are now ready to take contracts for ships and engines, as heretofore. There will be very little interruption in the work now in course of construction, which consists, among other orders, of six 1,500 ton iron colliers for the Reading Railroad Company's new fleet.

Wm. Cramp & Sons have launched the *Lancaster*, the third of the new fleet of the Reading Railroad Co. The *Reading* is nearly ready for sea and the fourth ship will be launched in a few days.

Chicago Ship-Yards.

A new schooner, named the *Gracie M. Filer* was launched, last week, from the ship-yard of W. W. Bates & Co. The keel of the *Filer* was laid in September last. She is built of Indiana oak, and no pains have been spared to make her at once beautiful and durable. She certainly possesses a fair model and upon inspection it immediately became apparent that she is about as strong as wood and iron can make her. Bates & Co. have endeavored to put the vessel together according to the requirements of the lake underwriters (timbering, fastening, etc.), to class A1, and good judges claim that they have succeeded beyond expectation. The fact is, Bates & Co. have long been in the business, and they have put afloat in former years some of our staunchest ocean craft. The dimensions are as follows: Length on deck, 130 ft.; length of keel, 128 ft.; breadth of beam, 27½ ft.; depth of hold, 9 ft.; carrying capacity, lumber, 235,000 ft.; carrying capacity, grain, 16,000 bushels.

She is through fastened with one ¾ inch bolt through every plank in every frame. The bilge has two bolts through every frame, besides two spikes. The garboard strakes are 6 in. thick, bolted edgewise with ⅞ iron. The bilge strakes outside are 6 in. The remainder of the planking is 3 in. in thickness. The rider keelson is deep, measuring 4 ft. from top of keelson to bottom of keel. The hanging knees to the beams are of iron.

The cabin is comfortably commodious, and is finished outside and in, neatly and beautifully, and has many of the conveniences of the cozy parlor and modern kitchen.

The *Filer* is to carry two masts (foremast, 83 ft.; mainmast, 85 ft.), and will be ready for sea about the 1st of April. The cost of the hull has been $13,500, and the entire cost when ready will have been $19,000. The owner is Hulver Michelson, of Chicago, who is justly proud of his new investment, and praises the efforts of the builders.

Bates & Co. have another new vessel on the stocks, which will be launched in the course of a few days. She is the property of Capt. William Johnson, and will cost, when completed, about $19,000, being constructed on almost the same molds as the *Filer*. Her dimensions are: Length on deck, 132 ft.; length of keel, 130 ft.; breadth of beam, 27½ ft.; depth of hold, 9 ft.

There is also a craft intended for a steam yacht, which is rapidly approaching completion. It is the property of Capt. Harrington, and will cost about $5,000. It is the first craft of the kind built here, and will, no doubt, prove an excellent advertisement. The model is sharp, and the little fellow will be fleet in his movements, and turn as if on a pivot.

The bulkhead between piers 48 and 49, East River, gave way on the 20th, carrying with it into the dock about ten feet of the street. These piers had been considered unsafe for some time.

The filibuster *General Sherman* is turned over to the courts for legal disposition.

THE

NAUTICAL GAZETTE.

B. S. OSBON, - - - - Editor and Proprietor.
W. GANNON, - - - - - - - - Publisher.

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Address all communications plainly to

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P. O. Box 4778. New York City.

NEW YORK, SATURDAY, MARCH 28, 1874.

AMUSEMENTS.

For the week ending April 4, 1874.

UNION SQUARE THEATER.—Union Square, 14th Street. "Led Astray." Begins at 8, over at 11. This establishment does not advertise in the New York *Herald*.

GRAND OPERA HOUSE.—Eighth Avenue and 23d Street. Miscellaneous Performance. Begins at 7.45.

DALY'S FIFTH AVENUE THEATER.—Twenty-Eighth Street near Fifth Avenue. "Charity." Begins at 7.45.

WALLACK'S.—Broadway, corner of 13th Street. "Central Park." Begins at 8.

OLYMPIC THEATER.—624 Broadway. "Vaudeville and Novelty Entertainment." Begins at 8.

NIBLO'S GARDEN.—Broadway, near Prince Street. "Davy Crockett." Begins at 7.45.

WOOD'S MUSEUM.—Thirty-Fourth St. and Broadway. Afternoon at 2; evening at 8.

BOOTH'S THEATER.—Sixth Avenue and 23d Street. "Colleen Bawn." Begins at 8.

The launch of the *City of Peking*, at Chester, on the 18th inst., which we briefly alluded to last week, goes far to prove the truth of our assertions of nearly three years ago, when we predicted that the day was not far distant when our ship-builders would turn out specimens of naval architecture which would convince the most skeptical that we could build as good class of vessels as ever had been constructed in the world—the Clyde not excepted. At the ontset our builders found but little encouragement, either in general public opinion or from experts. Energy, skill and reliant hope have triumphed, and to-day we can show the world that we are about to produce better and cheaper ships, even of iron, than can be built in Great Britain. We have not yet reached the high standard fixed for either the character or class of vessels constructed of iron, and the wonderful progress we have made in the space of two years has alarmed our transatlantic ship-building friends, and we must fight with enterprise and skill our foe and the policy which has fostered, sustained and waged warfare to develop it to the injnry of all competition, especially in this country. The fact is now unquestionably demonstrated that ships can be profitably constructed in the United States, so that now we shall not need to buy ships abroad, for in a few months we shall have ships to sell to foreigners.

The new regulations for the appointment of Cadet Engineers in the U. S. Navy are just issued. The course of instruction is now four years at the Academy, and two years at sea, making the whole course six years. The outfit costs $149.77, and each cadet must, on admission, deposit with the paymaster $100. A candidate must be between sixteen and twenty years of age. Those whose education, training and tastes qualify them for admission for this scientific course should immediately begin their efforts to secure permission from the Secretary of the Navy to present themselves for examination at the Naval Academy next September.

The third installment of the New Orleans Prize List appears in this issue of our paper. In answer to numerous inquiries, we announce that the List will be completed in our next number. We will send the four papers containing the Lists, complete, to any address, for 40 cents. In this schedule, the *Maria J. Carlton* is not included as a vessel, but the names of her officers and crew are embraced in the lists of the following named mortar vessels: *Sophronia, T. A. Ward, Matthew Vassar, George Mangham, Orvetta, S. C. Jones* and *Adolph Hugel*.

"Missing" is a word which cannot convey a tithe of the misery which it entails when coupled with another word, and reading thus: "Missing vessel." In the year 1873 there were 148 sailing vessels and 16 steamers, which passed out of existence, with their crews and cargoes, and no man can tell whither or where they have gone. In the 148 sailing vessels 1,914 men perished, and in the 48 steamers, 376 men, or a total of 2,290.

Eighty-five of the missing sailing vessels were English, and the 1,095 men who were known to have perished with them, were also English. Besides this, there were 11 English vessels, whose actual number of crew is not known, and these, with 52 foreign sailing vessels, swell the total up to 1,914 lives lost in sailing vessels.

Fourteen English steamers were never heard of again, and with them perished 330 men, and 2 foreign steamers, supposed to have 23 men each on board, swells the total of lives lost by missing steamers up to 376 persons.

In 1872, 80 sailing vessels were lost, carrying down 1,195 men, and 8 steamers were missing, engulfing 213 men, or a total of 1,408 men. Fifty-five of these sailing vessels were English, as were 5 out of the 8 steamers.

These startling figures show that, allowing for the increase of the tonnage of the world, and even of Great Britain, the number of missing vessels, with the attendant loss of life, is on the *increase*, and yet we are told that England is elevating the condition of her mercantile marine. In the matter of collisions, in 1872, there were 1,957 collisions of sailing vessels, and 655 steamers; in 1873, 1,822 collisions of sailing vessels, and 607 steamers. The average of collisions for the seven years previous to 1873 were 1,764 sailing vessels and 463 steamers per annum.

In the Boston *Journal* court reports we find a very important decision respecting the Shipping Act. We have always held, as the learned judge does, that the whole act is a very "doubtful" one, and we have always been of the opinion that when *learned* judges took hold of the matter, their decisions would be adverse to those of the sailor (!) lawyers of this city or Brooklyn. We quote from the *Journal* as follows:

"In the Circuit Court, Judge Lowell decided against the United States on a libel brought against the owners of the ship *Grace Lathrop*, to recover a penalty of $1,000, for shipping five seamen on board that vessel for a voyage from Boston to the West Indies and return, under an agreement not signed before the Shipping Commissioner. The points of his decision were:

First. It is very doubtful whether the law requires such agreement to be signed before a Shipping Commissioner.

Second. It is still more doubtful whether any penalty is attached to not doing so.

Third. It is decided that the master of a vessel has a right to act as a Shipping Commissioner in such a case.

The decision is a somewhat noticeable one, inasmuch as Judge Benedict of the District Court of Eastern New York, has decided just the opposite, and his decision has been confirmed by Judge Woodruff of the Circuit Court of New York. Judge Lowell's long experience and recognized ability in admiralty matters give his decision much weight."

This decision will doubtless fall like a bombshell into the camp of Duncan and his followers, but still it is no more than what we expected, when the question should come up fairly outside of the State of New York. This is but the beginning of the downfall of this iniquitous law, which has been proven long ago to be a snare and a delusion.

From statements made to us, substantiated by documents which we have seen, we think it the duty of the State Department to make an investigation of the way the business of the U. S. Consulate is carried on at Marseilles, France. A gentleman whose card bears this legend, "Major Georges Douglas, Chevalier de l'ordre de Courine de Italia, vice Consul de Etats de Unis de Amerique, a Marseilles," &c., is charged with offences which should render his dismissal prompt, if substantiated. The State Department is referred to Mr. Benjamin Webster, ship-owner, Portland, Me., for further particulars.

Explosion of the Tow-Boat "Crescent City."

This vessel, from New Orleans for St. Louis, having in tow six barges and a trading boat, exploded her boiler on the morning of the 24th inst., ten miles below Memphis. The upper part of the boat was blown to atoms, and she sunk in three minutes. Ten lives were lost by this explosion, the captain James Dawson mate, pilot and wife, watchman, three firemen, and cabin boy, being the victims. Several were wounded. The *Crescent City* was owned by the Missi-sippi Valley Transporsation Co., and was valued at $70.000.

The latest *on dits* regarding changes in the Navy Department is that Commodore Rodgers will take charge of the Naval Academy, Commodore Howell will be Chief of the Bureau of Yards and Docks, Commander D. L. Braine Chief of the Bureau of Equipment and Recruiting, and Admiral Reynolds to go to Asia or North Atlantic.

Capitol Notes.

WASHINGTON, March 26, 1874.

Still more excitement about naval engagements.

A lieutenant on duty at the Hydrographic Office is to carry off the lovely daughter of the Senator from Nevada, who has just built a great, immense castle out in the new part of this city. The navy appears to be having its own way, and the army quietly regards the progress of events as those prizes are being carried away.

A number of the army and navy officers on duty here have organized a United Service Mess; have taken the house formerly occupied by the Secretary of the Navy, on I Street, in the fashionable West End, where they are living in very great comfort. Congress sees to it that none of them can afford to live in great luxury. The leaders in this mess deserve much credit for having supplied what has long been needed, a place where young officers may live cheaply and respectably.

The Senate Committee on Naval Affairs have decided to report adversely the petition of those members of the class graduated at the Naval Academy in 1869, who desired to take rank as Ensigns according to their final examination at the Academy. The Committee's report ends in the following manner:

If the prayer of the memorialists was granted, then those men would be placed back in the list above those who passed their examination on the first trial, and the committee are of the opinion that it would not be just to deprive those who were successful of their meritorious position on the list by placing above them those who failed to pass the same examination. To do so would be a thrust at the laudable incentive of all young officers to study their profession, and those who may in the future fail in examinations would resort to Congressional influence, citing the asked-for action in this case as a precedent, endeavoring to gain by legislation what was lost by lack of proper intellectual effort. The alleged illegality in depriving them of rank is not well founded, and the only legal claim they could assert for a change from their present position would be to go to the foot of their class.

The committee recommends that the further consideration of this memorial be indefinitely postponed.

Accompanying the report is a letter from Secretary Robeson giving the history of the case, and the law and practice of the Navy Department in like circumstances.

Early in April the vessels at Key West will sail for their respective stations. With the *Franklin*, for Europe, go the *Alaska*, *Congress* and *Juniata*.

The *Kearsarge* has finally sailed from San Francisco. She goes to the Asiatic Station to relieve the *Iroquois*, the latter returning to the Mare Island Navy Yard for some of the boilers of the *California*, her own being entirely worn out. She will probably arrive at that Yard about the middle or the latter part of June next.

Commodore Rogers has returned from his tour of inspection at Key West and New Orleans.

MERRIMAC.

Too Much Legislation.

In referring to a bill introduced by Senator Conkling, providing for a commission to prepare a general shipping act, and revise and codify the commercial statutes—a most desirable and important thing to have done, if it be only well done—THE NAUTICAL GAZETTE, which advocates the cause of the sailor and the interests of the commercial class with so much vigor and capacity, takes occasion to rejoice in the bill as a step toward the realization of its "long cherished hope for a Department of Commerce and Navigation, which shall have a representative in the Cabinet." We are not entirely prepared to assent to either the necessity or expediency of this proposition. To our mind it appears clear that our shipping and navigation interests are suffering largely if not wholly from the same baneful cause which is paralyzing other material interests—too much legislation. During and since the war we, as a people, have learned too well to tolerate if not expect and demand governmental interference in matters for which self-reliance and individual freedom would find far better remedies; and these interferences of legislative or executive usurpation, always pernicious in principle, and often disastrous in effect, have gone far to fetter industry and hamper trade, and repress private enterprise in all lines of business activity. It is true that commerce, once the especial boast and pride of American energy, has suffered the greatest wrong and endured the heaviest injury from this potent mischief, and now presents a sorry spectacle as contrasted with the noble vigor, the almost unbounded scope and expansiveness, and the wonderful rapidity and growth which it exhibited only a dozen short years ago; but this idea of placing it as a special charge in the hands of a Cabinet officer, and making it a permanent department of the Federal Government does not seem to us a very promising method of relief. Better by all odds give us the same wholesome neglect, the old hands-off policy, under which American commerce rose to be a world-wide wonder. The legislation it most needs is to repeal the laws which now strangle and shackle it.—*Greenport Watchman, March 21.*

Letters from the People.

CHICAGO, March 16, 1874.

Editor The Nautical Gazette:

I see that a bill has been presented, and is now before Congress, to have an American register granted to the once famous blockade-runner, the iron steamer *Chicora*, now owned in Canada. As you are an advocate of home-built ships, *how does this look to you?*

SUBSCRIBER.

[Our correspondent, "Fulton," in No. 143, answered this query very exhaustively, and in conformity with our views.—ED. N. G.]

Russia is making important additions to her naval force. A large and powerful monitor, named the *Novgorod*, has been added to the navy. The vessel carries two 11 inch steel guns, and her cost is estimated at two millions and a half roubles. We also learn that the keel of an iron-clad corvette has just been laid at St. Petersburg, in the presence of the Duke of Edinburgh and the Prince of Wales. The iron-clad is to be named the *Duke of Edinburgh*.

THE NAVY.

UNITED STATES NAVY LIST.

The following is a list of the vessels of the U. S Navy now in commission and fitting out, and their present station:

Name.	*Guns.*	*Station.*
ASIATIC STATION.		
Hartford, s. s.	18	At Hong Kong, Dec. 8.
Lackawanna, s. s.	10	At Nagasaki, Dec. 20.
Iroquois, s. s.	6	Ordered to S. F.
Kearsarge, s.s.	6	For Asiatic Station.
Ashuelot, p. s.	6	At Yokosaka, Dec. 23.
Monocacy, p. s.	6	At H.K'g, Dec. 13.
Saco, s. s.	3	Yokohama, Dec. 23.
Yuntic, s. s.	3	At Singapore, Jan. 15.
Palos, s. s.	6	For Shanghai and Hong Kong.
Idaho, s.	†7	At Yokahama, Dec. 23.
EUROPEAN STATION.		
Franklin	39	Ordered to Europe.
Wabash, s.s.	45	Ordered to Boston.
Congress, s.s.	16	At Key West, Mch. 11.
Shenandoah, s.s.	11	Ordered to New York
Wachusett, s.s.	6	At the Passes, March 20.
Alaska	12	At Key West, Mch. 11.
NORTH ATLANTIC STATION.		
Worcester, s.s.	15	At Havana, Mch. 23.
Juniata, s.s.	8	At Key West, Feb. 25.
Powhatan, p.s.	17	At Havana, Mch. 19.
Canandnguia, s.s.	10	At Key West, Jan. 21.
Wyoming, s.s.	6	At Key West, Jan. 22.
Shawmut, s.s.	3	En route to Key West.
Ossipee	8	At Tybee, Feb. 12
Pawnee, s.	†2	Key West, Nov. 20.
Saugus, i.c.	2	Key West, Nov. 20.
Dispatch, s.s.	2	At Key West, Mch. 5.
Pinta, d.	2	At Key West, Mch. 5.
Kansas, s.s.	3	At Key West, Jan. 20.
Ajax, i.c.	2	At Tybee, Feb. 12.
Manhattan, i.c.	2	At Key West, Dec. 24.
Mahopac, i.c.	2	At Key West, Dec. 24.
Brooklyn, s.s.	20	Havana, March 13.
Colorado, s.s.	45	Ordered to Cuba.
Dictator, i.c.	2	At Key West, Feb. 19.
Canonicus, i.c.	2	En route to Key West.
Fortune, d.	2	Dispatch service.
Mayflower, d.	2	At Key West, Mch. 10.
SOUTH ATLANTIC STATION		
Lancaster, s.s.	22	Ordered to Rio.
Ticonderoga, s.s.	11	Ordered to Norfolk
Wasp, p.s	1	In Brazil waters, surv'g, Dec. 30
PACIFIC STATION.		
Richmond, s.s.	14	At Mare Island, Feb. 10.
Pensacola, s.s.	22	South Pacific Coast.
Benicia, s.s.	12	At Honolulu, Feb. 27.
Saranac, p.s.	11	Cruising on Mexican Coast.
Omaha, s.s.	12	Sailed for Callao, Feb. 6.
Tuscarora, s.s.	6	At Honolulu, Feb. 15.
Narragansett, s.s.	5	At Mazatlan. Feb. 8.
Onward, s.	3	Store ship, Callao, Peru.
Monongahela, s.s.	11	At Rio, Jan. 26.
SPECIAL SERVICE.		
Portsmouth, s.	51	Mare Island.
Guard, s.	4	At Gibraltar, Mch. 1, for N.Y
Michigan, p.s.	†8	On the Lakes.
Frolic, p.s.	†8	At New London, Mch. 7.
Tallapoosa, p.s.	—	Special Navy Yard duty.
Santee, s.	49	Gunnery ship, Annapolis.
Dale, s.	8	Practice ship, Annapolis
Saratoga, s.	8	Naval Academy.
Plymouth	10	Portsmouth, N. H.
Roanoke, i.c.	6	New York Harbor defence.
Terror, i.c.	4	At Philadelphia, Dec. 31.
Lehigh, i.c.	2	At Wilmington, Del., rep.
Rescue, d.	2	En route for Key West
Gettysburgh, p.w.	4	For Aspinwall, Feb. 27.
Shawmut, s. s.	3	For Key West.
Constellation, s.	10	To fit out at Gosport.
RECEIVING SHIPS.		
New Hampshire, s.	15	Norfolk, Va.
Ohio, s.	5	Boston, Mass.
Vermont, s.	16	Brooklyn, N. Y.
Independence, s.	22	Mare Island, Cal.
Sabine, s.	36	Portsmouth, N. H.
Savannah, s.	19	At Portsmouth, Va., Dec. 12.
Relief, s	2	At Washington Yard, Jan. 30.

NOTE.—s.s., screw; p.w., paddle-wheel; i.c., iron-clad; s., ship; d., dispatch boat.
† Howitzers.

Gosport Navy Yard.

Orders were received at this yard on the 22d inst., to immediately fit out the *Constellation* for sea, and have her ready by May 1, to take out the Annapolis midshipmen on their annual cruise.

The *Shawmut*, having completed her repairs, dropped down to the Roads on the 22d, to adjust her compasses, preparatory to sailing for Key West, her future station.

Lieut.-Commander Francis Morris, we regret to report, met with a severe accident on the night of the 21st. He was thrown a distance of twenty feet into the dry dock, and was severely injured about the back and legs.

South Atlantic Station.

RIO DE JANEIRO, BRAZIL, Jan. 25, 1874.

Editor The Nautical Gazette:

I had the pleasure, lately, of paying a visit to the U. S. steamship *Monongahela*, which arrived here on the 22d ult., with all well on board; and it seemed to me that you, who take so much interest in our navy, might like to hear how naval life and organization appeared to a landsman, like myself.

It is no special compliment to the officers to say that the ship, in every part of it, was in apple-pie order, and as bright as a new pin, because that is the case with all our ships—at least, all such as I have visited or heard friends speak of. It was a mystery to me how the deck could possibly be kept so clean and white, with the incessant traffic necessarily going on over it, but it must have resulted from the scrupulous neatness of dress and person required from all by the discipline of the navy.

Most of the officers (except the Captain and Admiral, who had their separate cabins and messes) live in the ward-room, a capacious saloon in the after part of the ship, their state-rooms opening out of it on each side. It would be difficult to find a pleasanter or more entertaining society than that of the ward-room of one of our war vessels. All the members of it are men of education in their several specialties, as, to reach their present position, they must have either graduated from the Naval Academy or from some of the collegiate or other educational institutions of the country. All, too, have benefited by the travel which is inseparably connected with their profession, and by the reading which the studiously inclined find time for during the intervals of duty.

In going through the engine-room, I learned that the organization of the steam department on board ship had, some few years since, been greatly changed, and that vessels like the *Monongahela*, instead of

having six or seven engineer officers, now had two, and that the change, though a radical one, had worked very well. The engines are now operated by non-commissioned officers, called machinists, who are also qualified to make all such repairs to the machinery as the ship has facilities for. These machinists are carefully instructed in the management of the engines by the engineer officers, one of whom is always at hand to take the direction of affairs, should any difficulty occur. The younger "line" officers of the navy are instructed in the rudiments of marine engineering at the Naval Academy, with the cadets who are preparing especially for the engineer corps, though these latter, of course, receive a more thorough scientific training. The addition of the steam department to the Naval Academy has made it one of the first scientific schools in the country, and the instructions in steam given to the "line" officers there has already borne good fruit in increasing their usefulness and the value of their services. On the *Monongahela*, some of the ensigns and midshipmen stand regular watches in the engine-room, when the engines are running, taking the general charge, while a machinist acts as captain of the watch; and this arrangement is prescribed by the regulations when the number of officers will permit it to be done. This gives them very valuable experience, as, in case of the sickness or death of the only engineer officer allowed to a small vessel, they might at any time be called upon to take his place. This very emergency arose on the Arctic Expedition of Capt. McClintock, who was obliged to act as his own engineer on board the yacht *Fox*, and who had a hard time of it from lack of previous knowledge or training in that branch. On the whole, our officers represent their country abroad very creditably, and by their attainments and general bearing compel a respect for our navy which its very small size would otherwise fail to secure for it.

The *Monongahela* is the only vessel we have on the South Atlantic Station at present. She is flag-ship and all hands, all the other vessels having gone to Cuba on account of the *Virginius* difficulty. But for that affair she would have gone to the South Pacific, and many of the officers are disappointed by the change in their destination, not thinking this an interesting station. Admiral Strong, who is deservedly popular with the foreign residents here, is now visiting Paymaster and Mrs. Bacon, who live in a pleasant mountain suburb of the city, where they extend a generous hospitality to their friends. Mr. B. is the resident paymaster in charge of stores for the squadron. Now, that the war cloud has blown over, we are anxious to see our little fleet here again. I remain yours truly, R. B.

The Naval Parade at Key West.

The landing of the naval armed forces, 2,000 men, occurred on the 23d inst. At the signal, "Forward," the boats advanced to the beach, the *Wyoming*, *Juniata*, *Kansas* and *Shenandoah* covering the landing and acting as base of supplies. These vessels opened with broadsides to protect the party. The infantry landed, and then the artillery, with howitzers on either flank, advanced, firing, to take possession of the railroad. The men landed well and formed in good order, advancing as directed. After the landing and skirmish all formed in line of battalions, columns by divisions, and went through a dress parade. Capt. Simpson, commanding the brigade, made a very creditable display in formation and manual. After the parade the brigade was reviewed by Admiral Case, Commander-in-Chief. On giving a marching salute as they passed the reviewing stand, he said, "No veterans could have marched better." There was a great gathering of citizens, it being the holiday of the year.

Clothing for our Seamen.

On Wednesday last, Secretary Roheson sent a memorial or petition, signed by every officer connected with the North Atlantic Squadron, to the Naval Committee of the House, asking that an outfit of clothing shall be allowed to our seamen. It will be remembered that Hon. Leonard Myres' bill for the outfit was reported by him from the Committee on Naval Affairs, and is now on the calendar, and this endorsement of the justice of the measure will, no doubt, materially aid its passage. Rear Admiral A. Ludlow Case, commanding the fleet, forwarded this petition, urging the grant of the outfit in a letter of great force, and Secretary Roheson warmly approves of the bill. Soldiers and marines are allowed their clothing, but in the navy its cost is deducted from the seaman's pay, causing much dissatisfaction and frequent desertions. The passage of Mr. Myers' bill will not only be just to the sailor, but will aid the efficiency of the navy.

NAVAL ORDERS.

MARCH 16.

Detached.—Captain A. C. Rhind from the *Congress*, and ordered to return home and report arrival; Lieut.-Commander Henry F. Picking from the Torpedo Station, and ordered as Executive of the *Franklin*; Lieuts. Albert S. Snow and James D. J. Kelley from the Torpedo Station, and ordered to the *Congress*; Lieut. E. C. Pendleton from the Navy Yard, Washington, and ordered to the *Congress*; Medical Inspector A. L. Gibson from the *Wabash*, and ordered to the *Franklin*, and as fleet Surgeon of the European Station; Medical Inspector F. M. Gunnell from the *Franklin*, and ordered to the *Wabash*; Asst. Surgeon Wm. B. Davis from the *Saugus*, on the 5th inst., and placed on waiting orders; Pay Inspector A. H. Gilman from the *Wabash*, and ordered to the *Franklin*, and as fleet Paymaster of the European Station; Paymaster Charles C. Thompson from duty in the Bureau of Provisions, and ordered to the *Congress*; Paymaster George Cochran from the *Congress* and ordered to return home and report arrival; Paymaster F. C. Crosby from the *Franklin*, and ordered to the *Wabash*; Chief Engineer Thomas Williamson from the Navy Yard, Portsmouth, N. H., and placed on waiting orders; Chief Engineer Wm. B. Brooks, from the Navy Yard, Norfolk, and ordered to the *Franklin*, and as fleet Engineer of the European Station; Chief Engineer Wm. G. Buehler from the *Franklin*, and ordered to return home and report arrival.

MARCH 17.

Ordered.—Passed Asst. Paymaster A. J. Greeley to the *Wachusett*, at Key West, per steamer of 20th inst. from New York; Midshipman Thomas S. Plunkett to temporary ordnance duty at the Navy Yard, Washington; Passed Asst. Paymaster John F. Tarbell to the Torpedo Station, 1st of April next.

Detached.—Master A. B. Speyers has reported his return home, having been detached from the *Kansas*, on the 28th ult., and has been placed on sick leave; Asst. Surgeon Jas. W. Buell from the *Wyoming*, and ordered to the *Wachusett*; Asst. Surgeon Wm. S. Dixon from the *Wachusett*, and ordered to the *Wyoming*; Paymaster Leonard J. Frailey from the *Wachusett*, and ordered to return home and report arrival; Passed Asst. Paymaster Geo. H. Reed, from the Torpedo Station on the 1st of April next, and ordered to settle accounts.

MARCH 18.

Detached.—Captain Samuel R. Franklin from command of the *Wabash*, and ordered to command the *Franklin*; Captain Edward Simpson from the command of the *Franklin*, and ordered to command the *Wabash*; Lieut.-Commander F. J. Higginson from the *Franklin*, and ordered as Executive of the *Dictator*; Lieut.-Commander B. F. Day from the *Congress*, and ordered as Executive of the *Shenandoah*; Lieut.-Commander H. B. Robeson from the *Dictator*, and ordered to return home; Lieuts. Henry C. Hunter and Edward P. Wood from the *Congress*, and ordered to the *Colorado*; Lieuts. Wm. H. Parker and J. H. Dayton from the *Franklin*, and ordered to the *Dictator*; Lieut. Henry W. Lyon from the *Franklin*, and ordered to the *Colorado*.

MARCH 19.

Ordered.—Passed Asst. Paymaster Geo. H. Griffing to the receiving-ship *Sabine*; Chaplain John D. Bengliss to the *Franklin*; Boatswain Charles Miller to the Navy Yard, New York.

Detached.—Lieut.-Commander Geo. H. Hayward from the *Wabash*, and ordered to the *Franklin*; Lieut.-Commander D. R. Cassel from the *Ashuelot*, Asiatic Station, and granted leave for one year; Passed Asst. Paymaster Rufus S. McConnel from the *Sabine*, and ordered to settle accounts; Gunner Thomas R. Wilson from the *Franklin*, and ordered to the *Colorado*; Gunner E. J. Wagh from the *Colorado*, and ordered to the *Franklin*; Gunner Eugene Mack from the *Lancaster*, and ordered to return home; Acting Gunner William E. Webber from the *Pawnee*, and ordered to the *Lancaster*; Acting Gunner Cornelius Crown from the Navy Yard, Washington, and ordered to the *Pawnee*.

MARCH 20.

Ordered.—Lieut. Robert E. Impey to the receiving-ship *Independence*, at the Navy Yard, Mare Island; Medical Inspector E. R. Denby to the *Lancaster*, and after she leaves Key West to discharge the duties of fleet Surgeon of the South Atlantic Station.

Detached.—Lieut.-Commander G. D. B. Glidden from the *Wabash*, and ordered to the *Congress*; Lieut. James R. Selfridge from the *Wabash*, and ordered to the *Congress*; Lieut. George E. Ide from the *Juniata*, and ordered to the *Ticonderoga*; Master Wm. E. B. Delahay from the *Shawmut*, and placed on waiting orders; Master Henry W. Schaeffer from the receiving-ship *Vermont*, and ordered to the *Shawmut*; Asst. Engineer Wm. Rowbotham from the *Palos*, and ordered to return home and report arrival; Asst. Engineer J. P. Mickley from the *Lackawanna*, and ordered to the *Palos*; Boatswain Michael Hickey from the Navy Yard, Mare Island, and ordered to the *Richmond*; Boatswain Jeremiah Harding from the *Richmond*, and ordered to the Navy Yard, Mare Island.

LIST OF DEATHS

In the Navy of the United States, which have been reported to the Surgeon General for the week ending March 19, 1874:

William Lawrence, seaman, March 5, Naval Hospital, New York.

James Wm. Neat, landsman, March 8, Naval Hospital, New York.

Henry Coleman, beneficiary, March 12, Naval Hospital, Philadelphia.

John P. Gillis, Commodore, Feb. 25, at Wilmington, Del.

Thomas Davidson, jr., Constructor, Feb. 18, at Philadelphia.

Miscellaneous Naval Items.

The *Worcester*, at Havana, March 23, fired minute guns in memory of the late ex-President Fillmore. The Spanish men-of-war in the harbor placed their flags at half mast.

The *Wachusett* arrived at New Orleans, from Key West, on the 20th inst., with Commodores Parker and Rodgers on board.

The *Benicia*, from Panama, arrived at Honolulu Feb. 27.

The *Juniata* was to go to Havana on Wednesday last.

The *Worcester* was expected daily at Key West.

Appropriation for Hydrographic Work.

The Senate Committee, prompted by and in accordance with petitions, numerously signed by presidents of insurance companies and prominent shipowners of this city, setting forth the great importance of this service to the interests of commerce and navigation, has agreed to recommend an appropriation of $50,000, for the purpose of continuing the hydrographic work of the Navy Department.

The British Inquiry in the "Virginius" Case.

The Kingston, Jamaica, *Gleaner* of March 7, says: In accordance with instructions received from her Majesty's Government, an inquiry will shortly be held in respect to the relations of those British subjects who were captured on board the steamer *Virginius*, and shot by order of Gen. Burriel, at Santiago de Cuba. It is surmised that the inquiry is with a view to securing compensation from the Spanish Government.

Survey of the China Coast.

The Committee of the Chamber of Commerce, at Hong Kong, waited upon Admiral Jenkins, U. S. N., at the Club, Dec. 18, 1873, to hand him a memorial on the subject of the survey of the coast of China.

The Hon. Mr. Ryrie, chairman of the Chamber, who headed the deputation, said that they were very glad of the opportunity which the Admiral had afforded them of bringing the subject of the survey of the China coast again to his notice. They had, in the first place, much pleasure in personally thanking him for the handsome letter which he had sent in reply to the communication from the Chamber. The question of a survey of the coast had occupied the attention of the Chamber for a long time, and they were fortunate in having an Admiral representing a great nation, who took so much interest in the matter. They begged now to hand him a letter to the Hon. Mr. Robeson, the Secretary of the United States Navy, which gave the views of the Chamber, and, if backed up by Admiral Jenkins personally, on his return, it would be the very best support the Chamber could receive. The memorial did not contain anything new, and was very nearly the same in substance as the letter already addressed to Admiral Jenkins. The American and British navies had always worked together in matters of this kind, and America and England were the two commercial countries which had been most closely connected with China from the early days of the Canton factories to the present time. These two great maritime powers were those from whom a work of this kind must be expected. Germany had now also large interests in China, and no doubt, by and by, when her navy is increased, will be willing to assist, but had now hardly vessels to spare. He felt confident that this appeal for the co-operation of the United States Navy would meet with some consideration, especially if supported by Admiral Jenkins.

The memorial is as follows:

HONOKONO, December 16th, 1873.

To the Hon. Geo. M. Robeson, Secretary of the Navy, U. S. Government:

THE MEMORIAL OF THE HONOKONO GENERAL CHAMBER OF COMMERCE

Humbly Sheweth:

1. That the attention of this Chamber has for some time past been directed to the frequent occurrence, within the last two years, of marine disasters upon the coast of China, more especially that part lying northward of this port, as far as the entrances to the Yangtsze Kiang River, and the consequent heavy losses that have been entailed upon the foreign mercantile interests invested in this trade.

2. With a view to discovering how far these were due to an imperfect survey of the coast line, and the want of proper lights, beacons, buoys, &c., your memorialists addressed a letter to Rear-Admiral Thornton A. Jenkins, U. S. Navy, commanding U. S. Naval force on the Asiatic Station, directing his attention to the subject, and soliciting the favor of his experience and opinion with respect thereto.

3. That a letter of like tenor was also addressed to Vice-Admiral Sir Charles F. Shadwell, K.C.B., R.N., Commander-in-Chief of the British Squadron in these waters, and further, that a circular letter was addressed to several commanders of merchant steamers who had long experience in the navigation of China waters, asking for their co-operation in collecting reliable information with respect to this important subject.

4. That your memorialists have much pleasure in directing attention to the very interesting and valuable series of replies to the above, as comprising the best obtainable authority with respect to the improvement of the coast survey, and the measures which it would appear desirable to adopt for rendering the navigation of this ocean highway more secure to the mariner.

5. Your memorialists would more particularly direct attention to the remarks upon the necessity of a re-survey of several portions of the coast line, more especially to the following extract from the reply to Vice-Admiral Shadwell: "I consider, however, that the time has arrived when it might be desirable to re-examine the coast generally, with a view to the correct insertion in new editions of the charts of all out-lying rocks and dangers which have been discovered along the coast of late years, and as yet only partially examined, but not systematically surveyed."

6. Your memorialists would point out that the very great increase in the steamer traffic upon this coast which has taken place since the opening of the Suez Canal, has brought into constant use a course in navigating these vessels from the various ports between this and Shanghai, lying close upon the land, as avoiding strong currents and head wind, and consequently has made it of new importance that all such localities as the Haitan Straits, shoals off Cupchi Point and in Bouham Pass, Merope Shoal, and several other places, the previous surveys of which are now considered doubtful, should be thoroughly and systematically re-surveyed and properly laid down upon future editions of all charts.

7. That in expressing this opinion, your memorialists are most abundantly borne out in their views by all those who are in a position to judge in this part of the world as to the necessity of this work being undertaken, and the very large monetary interests which are involved in the trade of the various nationalities, suggests the propriety of its being shared in by the English and American Government.

8. Your memorialists would, therefore, most respectfully request that you would take into consideration the advisability of giving such instructions as may lead to any recommendations your Commander-in-Chief upon this station may consider desirable, being carried into effect with as little delay as possible, and the navigation of this important route to foreign trade with China thus rendered more secure to the increasing number of vessels engaged therein.

9. Your memorialists would further add that like representations to the within have been made to the British Admiralty, inviting their attention to this important subject, and suggesting that the British Government should co-operate with your Government in undertaking the work, and this Chamber trusts that some plan may be devised by which both Governments may be enabled to portion out between them the ground to be gone over, and thus expeditiously and harmoniously accomplish the desired result of accurate and trustworthy charts, and, consequently, greater safety to our mercantile marine.

And your memorialists, as in duty bound, will ever pray.

Admiral Jenkins said he would have great pleasure in forwarding the views of the Chamber in every possible way on his return home, and would transmit the memorial and the papers. He himself was no longer in harness, but he had many friends in America deeply interested in commerce in every part of the world. Ten years ago an order was passed for a survey of the China coast, but the long and expensive war which had intervened had obliged the Government to lessen the number of vessels on the China station; but he hoped they would now be able to carry out their former intentions. He thought that vessels specially made for survey were wanted, as those for cruising were not adapted to the work.

The Hon. Mr. Ryrie begged to return thanks on behalf of the Chamber, and wish Admiral Jenkins a pleasant journey. They regretted that they had not had the pleasure to know him longer, but from what they had seen, they felt that he was the right man in the right place, and they were only sorry to part with him.

The Admiral courteously acknowledged the compliment paid him, saying he would have liked to have stopped here much longer.

The deputation then withdrew.—*Hong Kong (China Daily Press.*

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	Illinois.....s...Mch. 20

ANCHOR LINE.

FROM NEW YORK.	FROM GLASGOW.
Ethiopia..... ...April 1	Olympia.....Mch. 18
Caledonia..... " 4	Victoria..... " 21
Victoria..... " 7	Elysia..... " 28

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FROM NEW YORK.	FROM STETTIN.
E. M. Arndt... ...Apr. 18	Washington.....Apr. 2
Washington..... " 30	Humboldt..... " 16

BREMEN LINE.

FROM NEW YORK.	FROM BREMEN.
America.....April 1	Hansa.....Mch. 14
Hermann..... " 4	Weser ..... " 21
Hansa..... " 8	Minister Roon... " 25

CUNARD LINE.
CHARLES G. FRANCKLYN, Agent. Offices, No. 4 Bowling Green, and No. 111 Broadway, New York. Company's wharf, Jersey City.

FROM NEW YORK.	FROM LIVERPOOL.
Java.....Apr. 1	Cuba... ..... Mch. 21
Cuba..... ... " 8	Abyssinia..... " 28
Abyssinia ..... " 15	Parthia.... ..... " 31

HAMBURG LINE.

FROM NEW YORK.	FROM HAMBURG.
Westphalia..... Apr. 2	Pommerania.....Mch. 18
Pommerania... . 9	Holsatia... ..... " 25
Holsatia..... " 16	Hammonia.....April 1

INMAN LINE.
[CARRYING THE MAILS.]
JOHN G. DALE, Agent. Office, No. 15 Broadway N.Y. Company's wharf Pier No. 45, N. R.

FROM NEW YORK.	FROM LIVERPOOL.
City of Brussels... Apr 4	City of Brussels..Mch. 19
City of Paris. ... " 11	City of Paris ..... " 26
City of Montreal.. " 18	City of Montreal " 31

LIVERPOOL & GREAT WESTERN S.S. CO.
[CARRYING THE MAILS].
WILLIAMS & GUION, Managers. Offices, No. 68 Wall Street, and 39 Broadway, New York. Company's wharf Pier No. 46, N. R.

FROM NEW YORK.	FROM LIVERPOOL.
Wyoming... .....Mch. 31	Nevada..... ...Mch. 18
Nevada. .. ..Apr. 7	Wisconsin..... " 25
Wisconsin..... " 14	

NATIONAL LINE.
F. W. J. HURST, Manager. Office, No. 69 Broadway, New York, Company's Piers, 44 or 47, North River.

FROM NEW YORK.	FROM LIVERPOOL.
Egypt.....Mch. 28	The Queen.....Mch. 18
Greece..... Apr. 11	Greece..... " 25
Italy..... " 18	Italy .....Apr. 1

STATE LINE.

FROM NEW YORK.	FROM GLASGOW.
State of Alabama.Mch. —	State of Virginia..Mch. 21
State of Penn'a...Apr. 4	State of Penn'a... " 28

GENERAL TRANSATLANTIC COMPANY.

FROM NEW YORK.	FROM BREST.
Amerique.... ... Apr. 4	Amerique.....Mch. 15
Europe..... " 18	Europe..... " 26

RED STAR LINE.
PETER WRIGHT & SONS, Gen. Agents. Office, 30 Walnut St. Phila.

FROM PHILADELPHIA.	FROM ANTWERP.
	Cybele. .... Mch. 12

WHITE STAR LINE.

FROM NEW YORK.	FROM LIVERPOOL.
Celtic..... ..Apr. 4	Celtic.. .... Mch. 19
Adriatic..... " 11	Adriatic..... " 26
Baltic..... . .... " 18	Baltic.....Apr. 2

Arrivals and Departures.

FRIDAY, MCH. 20.

Arrived—Australia, 5 a. m., left Moville March 8, 6.30 p. m.; Canada, 11.40 p. m., left Queenstown March 7; H. Haarfager, left London March 3.

Arrived out—At Queenstown, Idaho, 4 a. m., left N. Y. March 10; Abyssinia, 2 p. m., left N. Y. March 11, 11.45 a. m.

SATURDAY, MCH. 21.

Arrived—America, 5 p. m., left Southampton, March 10, 6 p. m.; Arragon, left Bristol March 7.

Arrived out—At Glasgow, State of Virginia, 2 a. m., left N. Y. March 10, 3 30 p. m.

Sailed—Oceanic, City of Richmond, Gaelic, Pereire, Cornwall, Donau, California, Glamorgan.

SUNDAY, MCH. 22.

Arrived out—At Queenstown, Italy, 8 p. m., left N. Y. March 11.

MONDAY, MCH. 23.

Arrived—Wyoming, left Queenstown, March 12, noon; Egypt, 5 p. m., left Queenstown March 11; Republic, 2.52 p. m., left Queenstown, March 13, 11.07 a. m.

Arrived out—At Queenstown, Baltic, 12.30 p. m., left N. Y. March 14, 4 50 p. m.

TUESDAY, MCH. 24.

Arrived out—At Queenstown, City of Baltimore, 6.30 p. m., left N. Y. March 14, 6.30 p. m.; City of Montreal, 2 a. m., left N.Y. March 12, 2.30 p. m.; at Southampton, Main, 8 p. m., left N.Y. March 14, 6.30 p. m.

Sailed—Minnesota, Goethe.

WEDNESDAY, MCH. 25.

Arrived—Westphalia, 6 p. m., left Havre, March 14, 6 a. m.

Sailed—Algeria, Canada, Denmark, Australia, Steinwann, Ohio.

THURSDAY, MCH. 26.

Arrived—City of Brooklyn, 4.35 a. m., left Queenstown, March 13, 4.25 p. m.

Sailed—Thuringia, Rotterdam.

American Steamship Co.

A few days since the New York *World* published a leading article, a column and a half in length, filled with abuse of the American Line between Philadelphia and Liverpool. Among other misrepresentations was the statement that "the American steamers carried all their passengers in wooden houses on the spar deck." The passenger accommodations of the American steamers are all on the main deck, the saloon state-rooms being on the after part, and the steerage forward. The ships have flush spar decks extending entirely over the ship, the only openings being for the entrances for passengers and officers, ventilators and cargo hatches. The only houses on the spar deck are the after wheel-house, the companions over the passage ways, and a forward house under the bridge, containing the chart room, used as captain's room in the Summer season, the pilot-house or forward wheel-house and the rooms used in Summer by the first and second officers.

The vacancy caused by the lamentable death of Capt. Bradburn, of the *Pennsylvania*, has been filled by the appointment of Capt. Thomas R. Harris to the command of that vessel. Capt. Harris is a native of Maine. His last command was on the Pacific. He surrendered it when his vessel reached San Francisco, and proceeded as a passenger to assume the captaincy of the *Pennsylvania*.

An answer to Mr. Brady's claim for salvage in bringing the steamship *Pennsylvania* into port is being prepared by the counsel of this company, and will be filed in Court in a few days. The main defence will be that, while Brady did simply his duty, his conduct in persisting in retaining command of the vessel after the trouble was over was mutinous and subversive of discipline, inasmuch as the third officer was able and willing to discharge the duties of captain.

National Steamship Company.

The following is the report of the directors and statement of accounts to the 31st December, as presented at the seventh ordinary general meeting of the shareholders, held at Liverpool, on Thursday, 26th ult.

The directors have now the pleasure to present their seventh annual report, duly certified by the auditors. The working account has resulted in a profit of £148,293 1s 2d. The directors declared an interim dividend at the rate of 10 per cent. per annum on 1st of July, and a further dividend at the same rate on 31st of December, amounting together to £76,529 17s 3d, both free of income tax. They have carried to the credit of depreciation account £49,756 14s 1d, being at the rate of 5 per cent. per annum on the capital of the steamers, and £9,951 6s 11d, or 1 per cent per annum, to the credit of boiler renewal fund. The insurance account shows a balance at the credit of £178,551 18s 11d, after paying the bonus to the shareholders declared at last meeting, the bonus to captains and officers, the repairs to the *France*, etc.; to this has been added the premiums for the present year, raising the sum at the credit to £258,701 18s 11d, and from this fund the directors recommend that a bonus of 15s per share on the old shares, 10s per share on the new shares, and 7s 6d per share on the preference shares should now be declared, being at the rate of 7½ per cent. per annum, which will require £57,424 15s, and will leave £201,277 3s 11d, to meet current risks. The boiler renewal fund has £25,370 13s 1d at the credit after providing for new boilers for the *Erin* and *Helvetia*. The depreciation account has £2,127 15s 6d at the credit. This fund has been charged with the expenses of enlarging and improving the *England*, and alterations, etc., in the *Queen*, *Helvetia*, and *Erin*—further claims will arise during this year for the completion of these four vessels, as also for the cost of the new engines supplied them. The balance at the credit of profit and loss, after providing for dividends, depreciation, boiler renewal, etc., is £44,519 15s. The amount of loans on debentures is £78,023 11s 8d, against £71,223 11s 8d at the same period last year, being an increase of £6,800. The new issue of shares being now fully paid up, the shareholders will shortly receive share certificates in exchange for the present scrip. Great and unexpected delays have been experienced in making the alterations and fitting the new engines on board the four steamers, which have been laid up during the whole year, thus depriving the company of the carrying power of one-third of its fleet. The *Queen* will be finished early next month, and the *Erin* early in April, the others not long after, and all are expected to fulfil the expectations of good speed, etc., which had been anticipated. The directors who retire by rotation are Mr. Edward Banner, and Sir Joseph N. McKenna, M. P., both of whom being eligible, offer themselves for re-election. According to the articles of association, the auditors have to be elected annually, and their renumeration fixed at the meeting—By order of the board. E. K. HAYWARD, Secretary.

Liverpool, 17th February, 1874.

Pacific Mail Steamship Co.

At a meeting of the Executive Committee, held on Thursday last, the question of building three new steamers of the *Colon* and *Colima* type and tonnage was considered. A number of prominent shipbuilders were present.

The *Colima*, we learn by a dispatch dated San Francisco, March 26, has not been spoken since she left Mazatlan, Mexico, where she arrived on the 12th inst. She was partially disabled by reason of some disarrangement of her screw, and could not make much more than 100 miles per day. She is considered due early next week.

Red Star Line.

This line, a branch of the American Line, of Philadelphia, has ordered its steamers to touch at this port every two weeks, in future, to land passengers.

The *Edgar Stuart* was seized, at Baltimore, on the 20th inst., by U. S. Marshal Goldsborough, by order, it is said, of the authorities at Washington.

It is said that two prominent Sound lines will be consolidated about the 1st of April next.

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MISCELLANEOUS.

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AMERICAN SHIP-MASTERS' ASSOCIATION,

NO. 37 WILLIAM STREET,

NEW YORK, Sept. 12 1873

RECORD OF AMERICAN AND FOREIGN SHIPPING.

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OFFICE OF BOARD OF UNDERWRITERS, NEW YORK, December 12, 1873.

The ONLY REGISTER OF VESSELS published in the United States, having the approval of this Board, and of the Marine Underwriters composing the Board, is the "Record of American and Foreign Shipping" of the Shipmasters' Association, and they recommend it as deserving the confidence of those interested in shipping.

(Signed) F. S. LATHROP, Pres't of Board. ELLWOOD WALTER, Sec'y of Board.

The undersigned Underwriters join in the above recommendation:

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ELLWOOD WALTER, Pres't Mercantile M. Ins. Co.
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Leave Chambers Street Ferry, New York, for Nyack and all stations, at 8.00, 9.30 a. m., 1.30, 3.15, 5.30, 6.30 p. m.*
NYACK EXPRESS, stopping at Englewood, Tenafly, Closter, Sparkhill and intermediate stations north, at 4.45 p. m.
MAIL TRAIN to Sparkhill, stopping at all stations, except Tyler Park, Homestead, New Durham, Granton, Fair View, Walton and Currieville, at 4.15 p. m.
WAY TRAIN to Closter at 7.45 p. m.
THEATER TRAIN, Saturdays only, at 11.30 p. m.
SUNDAY TRAINS will leave Jersey City for Nyack, stopping at all stations, at 9.15 a. m., and 8.00 p. m., arriving at Nyack at 10.45 a. m. and 9.40 p. m.
Leave Sparkhill for Sufferns and intermediate stations, at 8.20, 11.03 a. m. and 5.55 p. m.
EASTERN BOUND TRAINS
Leave Nyack for Jersey City, at 5.50, 7.05, 7.40, express, 9.00, 11.30 a. m., 4.15 and 5.38 p. m.
Leave Nyack for Sparkhill at 10.45 a. m.
Leave Sparkhill for Jersey City at 3.06 and 8.10 p.m. m.
Leave Closter for Jersey City, at 8.20 a. m.
SUNDAY TRAINS leave Nyack at 7.00 a. m. and 6.00 p. m., stopping at all stations, arriving at New York at 8.40 a. m. and 7.40 p. m.
Leave Tallmans for Sparkhill at 7.20 a. m. and 2.15 p. m. Freight and milk trains leave Sufferns at 6.30 p.
*The boats on the 23d Street Ferry leave 15 minutes earlier than those on the Chambers Street Ferry.
Commutation tickets can be procured at the office of the Northern R.R. Co., Jersey City, from 8.30 a. m. until 4.30 p. m.; on the Northern R. R. Co., Jersey City, from 8.30 a. m. until 4.30 p. m., on the first and second business days of each month, and from 9 to 11 a. m., the balance of the month.
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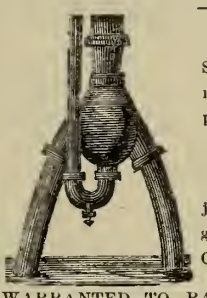

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Atlantic Mutual Insurance Co.

OFFICE OF THE ATLANTIC MUTUAL INSURANCE CO., NEW YORK, January 28, 1874.

THE TRUSTEES, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st of December, 1873:

Premiums received on Marine Risks, from 1st January, 1873, to 31st December, 1873		$6,511,114 22
Premiums on Policies not marked off 1st January, 1873		2,212,160 70
Total amount of Marine Premiums.		$8,723,274 92
No Policies have been issued upon Life Risks; nor upon Fire risks disconnected with Marine Risks.		
Premiums marked off from 1st January, 1873, to 31st December, 1873		$6,290,016 73
Losses paid during the same period	$2,960,882 49	
Returns of Premiums and Expenses	$1,258,319 26	
The Company has the following Assets, viz:		
United States and State of New York Stock, City, Bank and other Stocks		$3,567,105 00
Loans secured by Stocks, and otherwise		2,802 000 00
Real Estate and Bonds and Mortgages		467,000 00
Interest, and sundry notes and claims due the Company, estimated at		422,894 66
Premium Notes and Bills Receivable		2,833,302 27
Cash in Banks		521,340 59
Total amounts of Assets		$15,613,642 52

SIX PER CENT. Interest on the outstanding Certificates of Profits will be paid to the holders thereof, or their legal representatives, on and after TUESDAY, the Third of February next.
THE OUTSTANDING CERTIFICATES OF THE ISSUE OF 1870, WILL BE REDEEMED and paid to the holders thereof, or their legal representatives, on and after TUESDAY, the Third of February next, from which date all interest thereon will cease. The Certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.
A DIVIDEND OF FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1873, for which Certificates will be issued on and after TUESDAY, the Seventh of April next.
By order of the Board,
J. H. CHAPMAN, Secretary.

TRUSTEES.

J. D. Jones	William H. Webb
Charles Dennis	Sheppard Gandy
W. H. H. Moore	Gordon W. Burnham
Henry Coit	Frederick Chauncey
Lewis Curtis	Charles P. Burdett
Charles H. Russell	Francis Skiddy
Lowell Holbrook	Robt. B. Minturn
Royal Phelps	Robert L. Stuart
David Lane	William E. Bunker
James Bryce	James G. De Forest
Daniel S. Miller	Alexander V. Blake
Wm. Sturgis	Charles D. Leverich
Henry K. Bogert	Josiah O. Low
William E. Dodge	Charles H. Marshall
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John D. Hewlett	Thomas F. Youngs
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CHARLES DENNIS, Vice-President.
W. H. H. MOORE, 2nd Vice-Pres't.
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No. 119 BROADWAY, cor. CEDAR ST.

ASSETS.... $1,830,547

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No risks taken on Hulls of Vessels.
Losses made payable in London when desired.
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Fire and Marine Insurance.

UNION MUTUAL INSURANCE CO.

NO. 63 WILLIAM STREET.
ASSETS OF THE COMPANY, DEC. 31, 1873.

Cash on hand	$46,740 72
United States, City Bank and other stocks, Bonds, &c.	507,322 00
Loans on Stocks, &c.	171,110 75
Real Estate and Bonds and Mortgages	242,750 00
Dividends, Salvages, Re-insurance Claims, Interest on Loans, &c.	86,828 08
Premium Notes and Bills Receivable	154,529 37
	$1,209,280 92

The Board of Trustees have this day *Resolved*,
That SIX PER CENT. interest on the outstanding Certificates of profits will be paid to the holders thereof, or their legal representatives, on and after the 3d day of February next.
That a Dividend of THIRTY PER CENT. be declared on the net amount of premiums entitled thereto, for the year ending December 31st, 1873, for which Certificates will be issued on and after the 2d day of March next.
F. S. LATHROP, President.
FERDINAND STAGG, Vice President.
P. F. MACDONALD, Secretary.

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FROM NEW YORK.		FROM STETTIN.	
E. M. Arndt	April 18	Washington	April 2
Washington	" 30	Humboldt	" 16

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1st Cabin, from New York ..... $100, gold
2d Cabin, from New York ..... 75, "
Steerage from New York ..... 30, "
From Stettin ..... 90, "
Excursion tickets ..... 170, "
1st Steerage, from Stettin ..... 50, "
Steerage, from Stettin ..... $36, currency

Children under ten years, half price.

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Return tickets on favorable terms.
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Steerage tickets from Liverpool and Queenstown, and all parts of Europe, at lowest rates.

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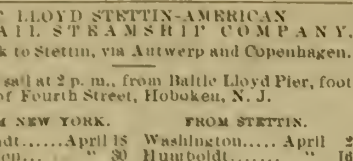

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CITY OF RICHMOND.	CITY OF LONDON.
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CITY OF BRUSSELS.	CITY OF BALTIMORE.
CITY OF BROOKLYN.	CITY OF BRISTOL.
CITY OF PARIS.	CITY OF LIMERICK.

Sailing THURSDAYS and SATURDAYS, from Pier 45, North River.

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	CABIN.	STEERAGE.
To Queenstown or Liverpool	$85, gold.	$30, currency.
London	90, "	30, "
Paris	100, "	38, "

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the Company's Offices. JOHN G. DALE, Agent,
No. 15 Broadway, New York.

NATIONAL LINE.

	Tons.		Tons.
SPAIN	4,850	CANADA	4,500
EGYPT	3,150	GREECE	4,500
ITALY	4,340	THE QUEEN	4,470
FRANCE	4,250	ENGLAND	4,130
HOLLAND	3,847	HELVETIA	4,020
DENMARK	3,724	ERIN	4,030

The Steamships of this Line are full powered, and the largest in the Atlantic service leaving the port of New York. They are built in water-tight compartments, and are spar-decked, thus affording every convenience for the comfort of passengers, and securing speed and safety, with economy.

One of the above Magnificent Iron Steamships will leave Piers 44 or 47 North River, every Saturday for Liverpool, calling at Queenstown to land Passengers.

From Liverpool for New York, every Wednesday.
From Queenstown, every Thursday.
Fortnightly to and from London direct.

Cabin Passage to Liverpool or Queenstown, $70 and $80 currency; Return tickets at reduced rates. Steerage Passage to Liverpool or Queenstown, $29, Currency.

☞ Prepaid Steerage Tickets to bring Passengers from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol, London or Belfast, cheaper than by any other line.

For Cabin or Steerage Passage, apply at the Company's Office, No. 69 Broadway, New York.
F. W. J. HURST, Manager.

BRADLEE & CO.,

Empire Chain Works.

Offices, 19 & 21 South Fourth Street, Philadelphia.
Works, Richmond & Ash Streets,
Manufacturers of
SHIPS' CABLES AND COIL CHAIN.
BEST RAFTING, CRANE & DREDGING CHAIN.
All Chain tested to Admiralty proof strain, and guaranteed equal to any in the market.
Certificate of proof with each chain.

OCEAN STEAMSHIP LINES.

AMERICAN LINE.

THE AMERICAN STEAMSHIP COMPANY, OF PHILADELPHIA.

Weekly Mail Steamship service between

Philadelphia and Liverpool,

CALLING AT QUEENSTOWN,

Sailing every Thursday from Philadelphia, and Sailing every Wednesday from Liverpool.
The following steamers are appointed to sail from Philadelphia:

PENNSYLVANIA,	April 2	OHIO,	April 23
ILLINOIS,	April 9	*AUCHOTSFORD,	April 30
*KENILWORTH,	April 16	INDIANA,	May 7

PRICES OF PASSAGE IN CURRENCY.

Cabin, $75 to $100, according to accommodations.
Intermediate, $40 Prepaid Intermediate, $45
Steerage, 29 Prepaid Steerage, 31

Steamers marked with a STAR do not carry Intermediate.

Passenger accommodations for all classes unsurpassed. Ample attendance is provided. Every steamer carries a surgeon and stewardess.

These steamers are supplied with Life-Rafts, in addition to the usual Life-Boats and Life-Preservers.

Through Tickets and through Bills of Lading issued between all prominent points.

For passage, rates of freight and other information, apply to

PETER WRIGHT & SONS, Gen'l Agts.,
307 Walnut Street, Philadelphia, and 42 Broad Street, New York.
Richardson, Spence & Co., Liverpool. | N. & J. Cummins & Bros., Queenstown.

RED STAR LINE.

PHILADELPHIA AND ANTWERP.

APPOINTED TO CARRY THE BELGIAN AND UNITED STATES MAILS.

From Philadelphia.		From Antwerp.	
VADERLAND,	Feb. 25.	VADERLAND,	Jan. 30.
NEDERLAND,	Mch. 17.	NEDERLAND,	Feb. 20.
SWITZERLAND,	building.	SWITZERLAND,	building.

PRICES OF PASSAGE IN CURRENCY.

First Cabin ..... $90. Second Cabin $60
Steerage $30
Prepaid Certificates, $32.

Passenger accommodations for all classes unsurpassed. Ample attendance is provided. Every steamer carries a surgeon and stewardess.

Through tickets and through Bills of Lading issued between all prominent points.

For passage, rates of freight and other information, apply to PETER WRIGHT & SONS, Gen'l Agts., 307 Walnut St., Phila., and 42 Broad St., N. Y.
B. vonder Becke, General European Agt., Antwerp.

COASTWISE STEAM LINES.

BOSTON, BALTIMORE, NORFOLK AND WASHINGTON STEAMSHIP LINE.

The Merchants' and Miners' Transportation Company's

NEW IRON STEAMSHIPS

Johns Hopkins, 1,500 tons,	Geo. Appold, 1,500 tons,
Wm. Crane, 1,500 tons,	Blackstone, 1,200 tons,
Wm. Lawrence, 1,200 tons,	

Sail between Boston, Norfolk and Baltimore every three days, connecting at Baltimore with the Baltimore and Ohio Railroad to all points West, and at Norfolk with the steamer *Lady of the Lake*, for Washington and Alexandria, and with the Virginia and Tennessee Air Line, and Great Southern Dispatch, and their connections to all points South, also with Seaboard and Roanoke Railroad and Atlantic Coast Line to all points in North and South Carolina, Georgia and Alabama. These steamers are all adapten to the trade, having great strength, capacity and speed, and are commanded by able and experienced men. For freight or passage apply to
E. SAMPSON, Agent.
53 Central Wharf, Boston.

PROVIDENCE, NORFOLK AND BALTIMORE STEAMSHIP LINE.

The following steamers of this Company,

McClellan ..... 953 tons. Wm. Kennedy ... 974 tons.

Sail between Providence, Norfolk and Baltimore every five days, connecting at Baltimore with the Baltimore and Ohio Railroad, at Norfolk, with the Seaboard and Roanoke Railroad, and Atlantic Coast Line, and Virginia and Tennessee Air Line, and Great Southern Dispatch.

Freight forwarded promptly, and through rates given. For freight and passage apply to
E. H. ROCKWELL, Agent,
Providence, R. I.

PACIFIC MAIL STEAMSHIP LINE.

GREAT REDUCTION IN RATES. PASSAGE AND FREIGHT TO CALIFORNIA, VIA PANAMA.

The magnificent steamships of this line will be dispatched from Pier 42, North River, New York, as under:

Saturday, April 4, at 12 m.—"City of Guatemala," Capt. J. B. Hildreth—freight and *way* passenger.

Saturday, April 11, at 1 p. m.—ACAPULCO, Capt. ——, passengers and freight.

Saturday, April 25, at 1 p. m.—"Henry Chauncey," Commodore A. G. Gray, passengers and freight.

And every fortnightly Saturday thereafter, connecting at Panama with all steamers for Central America, Mexican coast, and South Pacific coast.

These steamers will call at Kingston, Jamaica, both on their outward and homeward trips, arriving at that port on Friday, the sixth day after leaving New York, and leaving Saturday, p. m. for Aspinwall.

Extra steamers for freight, &c., will be dispatched on intermediate Saturdays whenever the necessities of transportation may require it.

TO JAPAN AND CHINA.

The splendid steamers of this line leave San Francisco first of every month for Yokohama, Hong Kong and Shanghai, carrying United States mails.

Extra steamers will be dispatched on the 16th of the month whenever sufficient business offers. Steamers of this line leaving Hong Hong after April 1 next will bring freight to Panama, via Yokohama and San Francisco, without breaking bulk.

Time contracts and through bills of lading issued via Panama.

Tea will be brought from San Francisco to New York, fast, in 28 days, at $40, gold, per ton, of 2,000 pounds.

RATES OF PASSAGE.

(including berths, meals, and all requisites for the trip).

New York to San Francisco, $50, $100 or $110, currency, according to location.

New York to Kingston, $25 or $50, gold, according to location.

San Francisco to Yokohama, $150, gold.

San Francisco to Hong Kong, $200, gold.

For freight and passage, or other information, apply at the Company's office, Pier 42, North River, foot of Canal St., New York.

H. J. BULLAY, Superintendent.
RUFUS HATCH,
Vice-President and Managing Director.

SHIP SMITH. GEO. MARINOR,

No. 234 SOUTH ST., NEW YORK.

COASTWISE STEAM LINES.

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IRON STEAMERS

Between New York and Charleston, S. C.; New York and Galveston; New York and Havana; New York and Philadelphia.

Philadelphia, Norfolk and Richmond, Va.; Philadelphia and Baltimore; Philadelphia, Washington, Alexandria, Georgetown, and Charleston, S. C.
Philadelphia, Providence and Boston.

For Freight, Passage or information, apply to
W. P. CLYDE & Co.,
No. 12 South Wharves, Phila.
W. P. CLYDE,
No. 119 Wall St., N. Y.

GALVESTON AND NEW ORLEANS STEAMERS.

GALVESTON LINE.

State of Texas,
City of San Antonio,
City of Austin,
Geo. W. Clyde,
and Clyde.

Sailing every Saturday, at 3 p. m., from Pier 20, E. R.

NEW ORLEANS LINE.

City of Galveston,
City of Houston,
City of Dallas,
and Carondelet.

Sailing every Wednesday, at 3p.m, from Pier 20, E.R.

No charges for forwarding. For freight or passage apply to

C. H. MALLORY & Co.,
153 Maiden Lane.

FOR SAVANNAH, GA., THE FLORIDA PORTS AND THE SOUTH AND SOUTH-WEST.

Great Southern Freight and Passenger Line.—Central Railroad of Georgia and Atlantic and Gulf Railroad.

WEDNESDAY AND SATURDAY.

The steamships

SAN SALVADOR, Capt. Nickerson, SATURDAY, March 28, from Pier 43, North River, at 3 p. m.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

LEO, Capt. DEARBORN, WEDNESDAY, April 1, from Pier 16, East River, at 3 p. m.
MURRAY, FERRIS & CO., Agents, 62 South St.

SAN JACINTO, Capt. HAZARD, SATURDAY, April 4, from Pier No. 43, North River, at 3 p. m.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

HUNTSVILLE, Capt. CROWELL, WEDNESDAY, April 8, from Pier No. 13, North River, at 3 p. m.
R. LOUDEN, Agent, No. 93 West St.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.
Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight Line.

GEORGE YONGE, Agent,
No. 409 Broadway.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.
Sailing TRI-WEEKLY, at 3 p. m., from Pier 29 N. R.

MANHATTAN	March 31
SOUTH CAROLINA	April 2
CHAMPION	April 4

SUPERIOR ACCOMMODATIONS FOR PASSENGERS.
Insurance by this Line ONE-HALF PER CENT.

Goods forwarded free of commission. Passage Tickets and Bills of Lading issued and signed at the office of
JAMES W. QUINTARD & Co., Agents.
No. 177 West Street, cor. of Warren.
or W. P. CLYDE, No. 6 Bowling Green.

Through Freight Tariffs, Passage Tickets by all routes and to all points in the South and Southwest, and further information can be obtained at the office of
BENTLEY D. HASELL, General Agent,
Great Southern Freight Line, No. 317 Broadway.

NEW YORK AND HAVANA DIRECT MAIL LINE.

These first-class steamships will sail every TUESDAY, at 3 p. m., from Pier No. 13, North River (foot of Cedar Street), for Havana, direct, as follows:

Steamship MORRO CASTLE, TUESDAY, March 31
Steamship CRESCENT CITY, TUESDAY, April 7
Steamship COLUMBUS, TUESDAY, April 14

For freight or passage (having magnificent accommodations) apply to WM. P. CLYDE & CO.,
No. 6 Bowling Green.
D. MCKEELER, Agent in Havana.
March 31, 1873.

FOR ST. THOMAS AND BRAZIL.

UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

ONTARIO, Capt. SLOCUM ..... March 23
MERRIMACK, Capt. WEIR ..... April 23
SOUTH AMERICA, Capt. TINKLEPAUGH ..... May 23

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning.

For engagements of freight or passage, apply to
WM. R. GARRISON, Agent,
No. 5 Bowling Green, New York.

ROSEVELT & GRIFFITHS,

SHIPWRIGHTS, CAULKERS and SPAR MAKERS, No. 257 South Street, near Rutgers Slip, opposite the Sectional Floating Dock East River, New York.

STEAMBOATS.

NARRAGANSETT STEAMSHIP CO.

FALL RIVER LINE,
FOR BOSTON, via NEWPORT and FALL RIVER,
Daily (Sundays excepted), at 5 p. m.,
From Pier 28, North River, foot of Murray Street.

The world-renowned steamers

NEWPORT and OLD COLONY,
Capt. A. G. SIMMONS, Capt. B. M. SIMMONS.

The most direct route to Taunton, Middleboro, Plymouth, New Bedford, Martha's Vineyard, Nantucket, and all points on the South Shore, and Cape Cod Railway. Also through tickets to the WHITE MOUNTAINS, and all principal points in New England and the Provinces.

For Tickets or State Rooms, apply at 241 Broadway; 529 Broadway, cor. Spring St.; Broadway, cor. 23d St., Dodd's Express Offices, No. 944 Broadway; and No. 10 Court St., Brooklyn, or at the office on the Pier.

A. P. BACON, Supt.
H. H. MANGAM, General Freight Agent.

STONINGTON LINE

TO BOSTON AND PROVIDENCE.

The entirely new and elegant steamers RHODE ISLAND, STONINGTON and NARRAGANSETT, from Pier 33, North River, foot of Jay St., daily (Sundays excepted), at 5 p. m., arriving in Boston ahead of all other lines.

This is the Inside Route, and avoids Port Judith.

Tickets sold and state-rooms secured at No. 319 Broadway, corner Thomas Street, and Westcott Express Company's office, No. 785 Broadway, corner 19th Street; No. 1,302 Broadway; No. 595 6th Avenue, corner 35th Street; No. 7 Park Place, and No. 327 Washington Street, Brooklyn.

D. S. BABCOCK, President.

NEPTUNE LINE STEAMERS.

Daily for PROVIDENCE,
BOSTON,
WORCESTER,
at 5:00 p. m., from Pier 27, N. R., foot of Robinson Street.

Cabin fare to BOSTON $4 25
Deck fare to BOSTON 3 25
Cabin fare to PROVIDENCE 3 00
Deck fare to PROVIDENCE 2 00

Freight at *lowest rates*. Connect at Providence with Boston and Providence and Providence and Worcester Railroads for all important New England Cities and Towns.

FOR NEW HAVEN, HARTFORD, SPRINGFIELD AND THE NORTH.—The new and elegant steamer *C. H. Northam* leaves Pier No. 25 East River daily (Sundays excepted), at 3.15 p. m. Passengers go North and East at 11 p. M.

NIGHT LINE.—The *Elm City* leaves New York at 11 p. m., arriving in New Haven in time for the early morning trains.

Merchandise forwarded by daily express freight train from New Haven, through to Massachusetts, Vermont, Western New Hampshire, Northern New York and Canada. Apply at office on the Pier, to
RICHARD PECK, General Agent.

NEW YORK TO PORTLAND, ME.

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First-class steamships *Chesapeake* and *Franconia* will leave Pier 38, E. R., every Monday and Thursday, at 3 o'clock, p. m., connecting with Grand Trunk Railway for Canada, the International Steamship Company for Eastport, and St. John, N. B., and Halifax, N. S. Passage in state-room, to Portland, $5.
Office, Pier 38, E. R.
J. F. AMES, Agent.

SPECIAL NOTICES.

OUR SPECIAL EASTERN AGENCY.

MR. N. SEWALL PAYNE is our authorized Subscription and Advertising Agent for the New Englaud States—east of Boston—and will shortly visit every ship-builder, marine engine manufacturer, and al others interested in Americau shipping in his district.

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BARTRAM SNYDER, Manager.

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(Late Chief of Paymaster's Division, Fourth Auditor's Office),
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Naval Claims a Specialty.
Prize Money, Bounty, Back Pay, Pensions, &c.
All kinds of business promptly attended to for moderate charges. Office, 1427 F. Street.
P. O. Box 612. Washington, D. C.

FREDERICK HINCKLEY,

Marine and Fire Insurance

Attended to and effected in First-Class Companies.
Office, 53 Devonshire St., Boston.

WANTS.

WANTED—A situation as Dock Clerk, or Superintendent, by a practical man who has followed the sea for years. Has lately been in charge of a public institution. Address I. S., P. O. Box, 4778, N. Y. City.

SITUATION WANTED—By a first class Waiter and Coachman, either in a family or would like to go on a yacht for the coming season. Address, WASHINGTON, care Editor THE NAUTICAL GAZETTE, N. Y.

WANTED—The Names and Addresses of every Yacht Sailing Master in the principal Yacht Clubs of the United States. Address, CARLO, Box 17, NAUTICAL GAZETTE.

WANTED—A Cat Rigged Boat about 28 feet long, good beam and in good condition. Address, CAT BOAT, Box No. 5, office of this paper.

A BOY—Aged 16 years desires to obtain a position on a ship going on a long voyage. He wants to see the world and rise in the professiou. Address CHARLIE, care Editor N. G.

A FIRST CLASS STEWARD FOR A YACHT WANTED—He must be honest and furnish the best of references. Send particulars as to age, experience, capabilities, where last employed and wages expected, to BENSON, care P. O. Box 4778, N. Y. City.

INFORMATION WANTED—Any of the officers or crew of the whale ship "Junior," who made the cruise in her, the first voyage she made to the Arctic Ocean, while in command of Capt. Tinkham, will hear of something to their advantage by addressing LITTLE JACK, care of Editor of THE NAUTICAL GAZETTE.

THE NAUTICAL GAZETTE.

Devoted to the Interests of Commerce, Navigation, Ship-Building, Marine Engineering, the Navy, Revenue and Mercantile Marine, Yachting, &c., &c.

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The New Orleans PRIZE LISTS.

LIST OF NAMES OF ALL ENTITLED TO PRIZE MONEY.

PUBLISHED BY PERMISSION OF THE NAVY DEPARTMENT.

No. 4.—(*Concluded.*)

LIST OF OFFICERS AND CREW ON BOARD THE U. S. S GUNBOAT "OWASCO," APRIL, 1862.

John Guest, Lieut Comd'g	Daniel M Egbert, 3d Asst Eng
Chester Hatfield, Lieut	John Utter, Master's Mate
David P Heath, Act M.	Thomas D Babb, "
Henry Babcock, "	John G Arbona "
W W Leavitt, Asst Surg'n	Walker M Tomlinson, Master's Mate
Wilson K Purse, 2d Asst Eng.	A D R Crawford, Capt's Clerk.
R Beardsley, A A Pay'r	
John A Scott, 3d Asst Eng	
Charles H Greenleaf, 3d Asst Eng	

PETTY OFFICERS.

Martin Byrne	Alexander Cormer
John W Hawkins	Thomas Jeff
Frank L Parker	Edward Collins
Robert Langley	Edward Farrell
Thomas Stirling	John Neil
Leon Zapranta	John Johnson
Henry Brown	David Nevil
James Laughlin	William H Hooper
William Reid	William P Simpson
George Hosier	William P Tyrell
James Sallows	Lewis Fraction
Thomas Fallon	John Height

CREW.

Henry Randall	Edward Gardiner
John Lewis	Richard B Carmack
Robert Brown	Michael Flaherty
Julius Miller	Peter McKeon
John Saunders	James McGraw
Charles Burnham	Frederick Either
William E Hodges	James Hunt
Julius Waterstradt	Edward Ballow
John Bird	Peter McGinnis
James A Skillman	James Penny
John Honan	John Williams
Frank R Micklon	William J Murphy
Harmon Liebrandt	Edward Cotter
James Burns	Bernard Corrigan
Frederick Saunders	Richard P Burhans
Rodger C Cassida	James Eccles
Richard Bryant	Patrick McGough
William Seinlett	Geo W Johnson
Lemuel Bradford	Thomas H Carton
James McCarey	John Horle
Joseph Widdis	Richard Clark
Philip Breslow	John Byrnes
George Parker	Robert Craig
James Dalton	Michael Whalon
Richard Sullivan	Charles Carson
William Henry	Patrick McGirney
Edward Cole	Michael Townsend

LIST OF OFFICERS, CREW AND MARINES ON BOARD U. S. S. "CLIFTON," APRIL, 1862.

C H Baldwin, Act Lt Com	Loring Cannon, A M M
Robert Rhodes, Act Mas	Hayden T French, Mid
D D T Nestell, A A Surg	H B Rumsey, "
James Wing, A A Pay'r	Jas A Fox, A 2d Asst Eng
B S Weeks, Act Mast	S S Vollum, A 3d Asst Eng
E A Howell "	L Spanburg, "
Wm W Weld, A M Mate	P Finnegan, "
Chas Albert, "	S M Taylor, Capt Clerk

PETTY OFFICERS.

Thomas Burke	William Johnson
William Curley	John T Mullen
John Hudson	William J Mulrana
B B Brown	Charles Augustine
Josiah Leach	John Fallon
Levi S Robinson	E A Goodell
Thomas Collins	D J Lyster
Philip Clark	Christain Miller
Lemuel Friend	William Garret
Thomas Smith	George B Dewrent
Richard Higgins	George Dean
John Diggins	William Morris

Julius Manhiem

CREW.

John Smith	Joseph Weynot
Augustine Small	Randolph Spoberg
Samuel Mooney	Thomas McCann
Peter Baldwin	Henry Thompson
Robert Sargent	John Wilson
August Anderson	William Sommerville
Peter Brawn	John Turner
James Howard	John Burke
Daniel Sullivan	Auguste Paul
Charles Willis	Charles Smith
Frederick Hamilton	James Gibbons
William Gillen	Peter Hall
George B Ellis	Daniel McCarty
Henry Somers	A C Hilderbrand
Henry Capen	Lewis Hoagland
Mathew Plumbley	E. W Lawrence
George Range	George Mahoney
William J Whitehall	Morris Powers
M L B Barney	S R Maxwell
Richard Bibey	William Lang
Auguste Hoppner	George Crozier
John Anderson	John B Carter
Frank Anderson	Timothy Kiley
Jacob Kessig	Jeremiah Leahy
Charles McLean	David Tobin
James McDermot	George Smith
William Green	Ed L Olmsted
John Smith	Daniel Collins
John Connor	James Donelly
John Green	J F O'Sullivan
Michael Deegan	M J Coffee
Bernard Hanlon	George W Douglass
B J Neville	Thomas Secum

MARINES.

Samuel Axe	C E Shumway
S C Bear	George Riddell
William Dever	David Stuart
Charles Fond	William Love
John J Hill	Jacob Konskie
James Morrison	T C Canfield
William Murray	Charles Rannigan
Daniel Smith	

LIST OF OFFICERS, CREW AND MARINES ON BOARD "J. P. JACKSON," APRIL, 1862.

Selim E Woodworth, Lt Com'g	James Barnes, 3d A Eng
Thos S Yard, A A Surg	Samuel Strude, 3d A Eng
Stephen D Joy, Master	Jas D Caldwell, 3d A Eng
Chas G Arthur, "	M W Whitlock, Capt Cl'k
Miner B Crowell, "	Jeremiah Murphy, A M M
Jno F Dearborn, Sail'g M	Wm H Howard, "
A D Weld, A A Pay'r	Albert B Axtell "
John B Morgau 2d A Eng	Wm L Kellogg, Pay Cl'k

CREW.

George Widdicomb	Thomas C Tinker
Mark Barry	John Doyle
James Sullivan	John Duggan
James Lockwood	John Preston
Thomas W Harding	Benjamin Tooker
Henry Wells	William Williamson
John Henwood	William J Thornton
Thomas Kane	Charles Kelly
John Faharty	James Scully
William Mathews	William Hare
John R Levis	James Thompson
William Kilroy	William O'Halloran
James Woods	Daniel Keefe
Andrew Thomas	Samuel Graham
Michael Harrington	James McCleary
John Fitzgerald	Alexander Grouwald
James B Simms	John Bloom
William Moffatt	Henry Smith
Charles Robinson	Charles Allsen
John Evans	John Duane
John T Webb	Frank Kassine
William Nelson	John Martin
Joseph Mitchell	Angus Wilkinson
John W Giles	Thomas Corbett
William McIlhenny	Joseph Reddy
James Brown	Peter Devlin
Robert Walgermuth	Ambrose Mercer
William Robertson	William Adams
Robert Dewar	Terence Cosgrove
George Daily	John Flannegan
John Battiste	George Maloy
James Platt	John Smith
George N Black	John Hanck
Richard Thomas	Lewis Vance
Robert Brough	Osborne C Spencer
John Gardner	George Keirns
John Thompson	James Driscoll
Henry Miller	Charles Lynch
Dominick Fowler	Charles Brown
Albert Lendorff	Alpheus Decker
Howard Jameson	James Smith
William Mohlker	Patrick Sheridan
Patrick Welsh	Andrew O'Neil
Charles M Smith	Charles Bornd
William C Farrell	William T Brown
John C Mahoney	Frank Hamilton
William Rawles	Henry Duncan

MARINES.

John A Leise	George W Jack
Samuel S Wiltbank	Hugh McGill
Francis Brumpfield	William Redmond
Edward Carney	Francis Riley
Ferdinand Cloud	James Trainor
Benjamin Flemming	James Smith
John Howard	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. S. "MIAMI," APRIL, 1862.

A D Harrell, Lieut Com'g	Chas C Davis, 3d Asst Eng
Robt Townsend, Act Lt	John Quevedo, A M M
Wm N Wells, Act Mast	Wm H Harrison "
Milford Rogers, "	Robt Roundtree "
David Kindleberger, A S	John Lear, Act Master
William H Sells, A A Pay	James F Lamdin, 1st Asst Eng
William C Fay, Capt Clerk	L W Simons, A 2d A Eng
Guy Sampson, 3d Asst Eng	
Henry D Heisner 3d Asst Eng	

CREW.

George F Miller	G Munroe
Charles Rizer	John Langley
Charles King	Charles Wilson
Horatio Haywood	William English
George Strafford	John Sutherland
George W Bishop	William Stanley
Charles Robinson	Gustavus Pefulf
Robert White	William Cunningham
James Thomas	Anderson Cann
Richard Perry	George W Davis
John B Wright	Henry Ferguson
Reuben M Bedell	Peter Girard
William F Kelch	Manuel Seaver
Gustavus T Morris	John Minton
James Price	Charles S Munroe
William Rittenhouse	Michael Sullivan
Nathaniel Sprinney	John B Chapman
Charles Wilson	Everet D Blake
Joseph Sawyer	Jansen Lamprey
Thomas Pinder	Jeremiah Lyons
Henry Buckless	William S Higgins
John M Sanford	Franklin Harvey
Peter Gallagher	Charles Johnson
William Brown	William McKenzie
Daniel Corrigan	Charles Marshall
Joseph Blake	John T Philips
George Cawthorn	M J Donnelly
John Smith	Michael Quinn
Lambert W Halfmau	Fred Bartels
Charles Lockman	John J Murray
George Cooper	Thomas Sunkine
John Tilman	Samuel D Scott
Martin CF VanSpeickelson	William Bill
Angus McNeil	Augustus Gill
Patrick Leyden	Caleb E Peyton
John Van Beck	James Howard
Charles A Tillmann	William Morrison
Dennis Sullivan	John A Sawyer
John Kelley	Martin Cuddy
John H Stevens	W. H. H Davis
Abram Anderson	Thomas Buchanan
Samuel B Jones	Wm Carney
John A Stribley	Charles Wilson
Wm Lawler	James Kane
Thomas Byrnes	Michael O'Donnell
Thomas Hannigan	Lewis Kugler
Michael Doyle	Edward Hilferty
James Duffil	Isaac H Blauvell
Ed L Hughes	Cornelius Regan
James Dolan	

SUPERNUMERARIES.—3 petty officers, 1 seaman, 9 ordinary seamen, 3 landsmen, 1 boy—Total, 17. Supposed rating.

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "NORFOLK PACKET," APRIL, 1862.

Watson Smith, Lieutenant Commander	William Collins, A M M
A B Judson, Asst Surg	John Bath, "
E C Merriman, Act Mast'r	William Ferguson, Capt's Clerk
W E H Fentress, A M M	

CREW.

Charles S Seaton	Jackson Kingsley
James B Gardner	Charles Newman
William Ellum	Richard Stone
Michael Brady	John Davidson
George Delap	John Lewis
Charles Anderson	Francis Pedro
Archibald Carrigan	Patricio Dias
Henry Jackson	John Williams
George W Freeman	Bernard Funk
Peter Williams	John L Mickle
John Dixon	Christian Christopher
Richard Donday	William Beatty
Timothy Ryan	Orlando Murphy
Charles Ford	Charles S Nelson
Richard Smith	John Thompson
Alexander McCone	Timothy Hallisy
David A Barry	Jeremiah Dunham
Timothy Cox	J V Peterson

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "O. H. LEE," APRIL, 1862.

Washington Godfry, Act Master Comd'g	Arthur T Parsons, A M M
Jos H Chadwick A M M	Thomas G Hall, "

CREW.

John G Showaker	John J West
R V Brierson	Andrew Clendenin
William Wilson	Taylor Hopkins
Robert Drew	James Duffy
Dennis Murphy	John Callion
Joseph Clark	Jos Snow
James Coates	Edward Braddock
Henry Alford	Thomas Flynn
William Simmons	Michael J Dunn
Richard Maxwell	Arthur Brennan
Robert A Johnson	Daniel Green
George T Hamblin	James Carter
Albert T Lockwood	Stephen Grady
David Howard	James Dalton
John Sullivan	John Welsh, 2d
Antonio Simon	Patrick Flaherty
Bernard McCagh	Thomas McQuillan
Timothy Sullivan	Charles Mathews
Florence Sullivan	George Ferridge
James Brooms	John Pope
Henry Wilson	William Gillilarcd

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "PARA," APRIL, 1862.

E. G Fueber, Act Master Commanding	John Mc Donough A M M
W W Hughes, A M M	Edward Ryan, A M M

CREW.

Howard S Briggs	Allen Moase
John S Kennedy	William Douse
James Simpson	William Tews
Fred E Arlington	Alfred Talbot
John Wahlgren	Cornelius Sullivan
John Voight	J Donohu
John D Kennedy	William S West
Benj Whartudby	Jos W Bruce
John A Minor	Russell A Wade
James H Lee	John Walsh
James Hawkins	Michael Manahan
Thomas Quinn	James Bartholomew
James Lockman	James Logan
Victor Lewis	Thomas Henderson
John J Smith	William Bartholomew
Alex McGowan	Martin Burke
Richard Lackais	John L Judge
Morris Connor	Thomas McCarthy
	Freeman A Fox

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "C. P. WILLIAMS," APRIL, 1862.

A R Langthorn, Act Mast Commanding	William Cowlings, A M M
John R Fegan, A M M	George O Penfield, "

CREW.

Loyd E Dagget	Archibald Hunter
Joseph C Conkling	Philip Griffiths
John A Poyntz	Charles Dixon
William I Martin	Christian Clawson
Richard Ecton	James Wilson
Edward Taylor	John Harrington
Duncan McPherson	James Ryan
John Bahl	John Wilson
Thomas H Franklin	Francis Fitzgerald
William Muse	Michael Lee
John W Mathis	William Fraser
William H Hurlburt	William H Hill
William Adkins	Isaac Carrigan
Joseph Norton	William Lovelock
Thomas Gorman	John McCann
William Dowdon	James Smith
James W Reynolds	William Robinson
Alex Middleton	Henry Ackerman
Peter Heslem	John Kennedy

LIST OF OFFICERS AND CREW ON BOARD THE U. S MORTAR SCHOONER "ARLETTA," APRIL, 1862.

Thomas E Smith, Act M Comd'g	S W Fitchett, A M M
J S Bunce, A M M	Thomas Devine "

CREW.

W B Hodgedeu	Thomas Maginnis
Frank A Rockwith	Edward Linderschmidt
Robert Ingraham	John F Vildler
James Gavin	A Baker
Christenn Munson	John Williams
James Benny	John Feylin
Charles Butler	John Taylor
Jacob H Funk	David McLaughlin
Benj M Week	Henry C Baker
David A Mills	P Daigneau
John Sullivan	Thomas White
George D Gilderdale	Wm C Kelly
John Dempsey	John Camphell
James Bowary	Patrick Ford
Peter Burnes	Christopher Fuller
Martin Davenport	Patrick Darcy
Michael Cassar	William G Guert
James Laver	Daniel Lawler
William Heela	Wm Shirley
William J Hanrahan	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "WM. BACON," APRIL, 1862.

William P Rogers Act M Commd'g	George W Law, A M M
Charles D Thompson, Act M M	Henry E Ripley, "

CREW.

Auberg Demontaigne	Charles C Coate
William Devine	Wm Orff
Stephen Shorthill	James McKay
Sanford King	Michael Kelly
John Blomer	James Daufbinse
John H Taylor	Henry Hobel
George Campbell	Albert Robinson
Charles Carrott	Thomas Doland
August Kaultz	John Anthony
Jeffrey Holmes	Wm Heild
John Raffenberg	Thomas Brown
John Heuin	Michael Crame
John Morgan	Wm Burke
Duncan McEwen	Lawrence Corles
John Davis	Walter Barry
William Duffy	John Daley
Fitz Drummer	George Hill
Sebastian Meeke	Mathew Duffy

LIST OF OFFICERS AND CREW ON BOARD THE U. S, MORTAR SCHOONER "SOPHRONIA," APRIL, 1862.

Lyman Bartholomew, Act Mast'r Comd'g	Andrew F Williamson. A M M
E W Pelton, A M M	

CREW.

Walter M Chester	John Daun
Henry A Simmons	Franklin Doveton
C A Exall	George Morris
Wm Crocks	George Hole
John Charles	John Deverix
O Van Ely	Wm Hamilton
Daniel Malone	John Merritt
Willard F Hall	E Pelgru
B Savage	Ole Hueson
Thomas Gray	John Rice
John Forsyth	Wm Britton
Charles Brock	Wm Moffatt
John Barr	John Johnson
George Thomas	John Waddell
Robert Brown	John S Miller
George Cooper	W D B Hinman
Wm F Shandorm	Henry Lewis
James W Taylor	

SUPERNUMERARY.
August Adler, A M M

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "T. A. WARD," APRIL, 1862.

Walter W Queen, Lieut Commd'g	Archer Ferris, Capt Clerk
	Wm Hatch, A M M
A A Hoehling, Asst Surg	George W Wood, "
Clifton Hellen, Asst Pay'r	James McDonald "

CREW.

Joseph G Underhill	James Nelson
Wm Davis	C Van Lippeloy
John Smith,	Wm Johnson
Wm Gilfry	Robert O Strachams
Thomas Larkin	Francis Bridgewater
Robert Queen	James Connor
George W Miller	Edward A Thomas
George W Bessinger	Edward Martin
James Wilson	Anthony Snures
Oliver Larhen	Demick Klyberg
George W Allen	James Doyle
Peter M Lawreuce	Samuel McConnell
John Richards	George P Hammond
Wm Brown	James H Glenn
Robert Robinson	Wm F Milm
Wm Anderson	Jas Smith
James Bailey	

SUPERNUMERARIES.

Charles E Jack, Act Mast	Douglass F O'Brien, A M M

Patrick Creen	James Mountain
Michael Cassley	John Robertson
David Barron	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "MATTHEW VASSAR," APRIL, 1862.

Hugh H Savage, Act M Commd'g	David H Griswold, A M M
	George S Hines, "
Wm H Penfield, A M M	

CREW.

H G Schambach	Wm Woodward
James Ross	Wm Brown, 3d
Wm Phinner	Patrick Sullivau
James Robinson	John D Whitmore
Wm B Draper	Henrick Wolff
Patrick Moore	Edward Williams
John Harrington	Wm Fitts
Morris Kennedy	Michael B Hogan
Edward Unger	John Griffin
David Atchinson	John R Anderson
John Miller	Joseph McGuire
Frederick Potter	John Murphy
Henry Palmer	Edward Morgan
Atwood R Drew	Thos Brannan
S W Ward	Martin Armstrong
James Downey	Robert Ford
Daniel Cronin	Wm Dillon
George Soto	Wm Ligh

SUPERNUMERARIES.

Daniel C Higgins	Thomas Kelly
Robert Arthur	James McPhee

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTER SCHOONER "GEO. MANGHAM," APRIL, 1862.

John Collins, A M Com'g	Wm H Dade, A M M
Samuel A O'Brien, A M M	Johu Williams
Johu M Richards, A M M	

CREW.

James J Mullin	Patrick Sullivan, 2d
Herman Parey	Michael Dearsey
Thomas Pare	Samuel Smith

George H Derman	Wm Devlin
Richard Conlin	Joseph Daniels
Geo W Elliot	Daniel Sullivan
Wm H Smith	Charles Smith
Thomas R Beasley	Robert Todd
Richard Hackett	Edward Duron
James Monroe	Herman H Brittain
Wm Hammil	Richard Donovan
Lawrence McGuire	Jeremiah T Woodbury
George T Whitcomb	Henry Hanks
Patrick Tinney	Dennis J Harrington
Neil McCool	John Abun
John Murray	John Reed
Isaac Gills	Edward Halgan
Henry J Wade	R J Broderick

SUPERNUMERARIES.

Nathan P Allen	Thomas Brown
Wm Lynch	Henry Broekenber
Michael Heinfren	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "ORVETTA," APRIL, 1862.

Francis E Blanchard, A M Commanding	Sanford Randall, A M M
Enos A Adams, A M Mate	William Munro, "

CREW.

George A Nexsen, jr	John Williams 2d
James S Sommerville	Louis Klapp
John Parker 1st	Henry Gill
Peter Malgam	Stephen Ryan
John A Irendson	Charles Collins
John Broe	Frank Marshall
Edward Hughes	Patrick Duggan
Hans Gunnecensen	James Brown
Thomas Gannon	John Harrington 2d
Francis H Deveraux	James B Johnson
L Acton	John McManns
Otto Raysor	James McNalty
John Parker 2d	Samuel Webster
Joseph Doof	John Fitzgerald
Stephen Fegan	Isaac H Williams
William Gibson	Francis Maloney
Peter Johnson	James A Allen
Joseph Savage	Henry Bell

SUPERNUMERARIES.

James Tolan	Frederick Tompkins
John Smith	John Farham

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "S. C. JONES," APRIL, 1862.

Jas D Graham, A M Com	W C Graham, A M M
R W Wagstaff, A M M	J W Cortelyou, "

CREW.

George Moreau	John Marks
James H McKee	Thomas Coffield
William Wright	Joseph Bell
Thomas Davidson	Nicholas Domaille
William Raymond	Anthony Peterson
Peter Baram	Robert Montier
John Kelly	William E Waters
John Styron	Thomas Doyle
T R Wallace	Samuel Hirnfield
Mathew McDonnell	Charles Schmidt
George Woodland	Patrick B Carrick
G Gressing	William Hawkins
Alfred Young	James Reilly
Manville Kenny	John O'Brien
Charles Thompson	James Lawler
William Gosser	Christian Torkile
William Loreuzar	James Lavins
Daniel Somontes	J W Hinden
Frederick Smith	Charles McMullen

SUPERNUMERARIES.

Stephen Nelson	enry Woon
L E Wilte	William Maloney

LIST OF OFFICERS AND CREW ON BOARD THE U. S. BARKENTINE "HORACE BEALS," APRIL, 1862.

K R Breese, Lt Com	James Becker, A M M
George W Sumner, A M	William G Morris "
R T Edes, Asst Surg	Thomas H Baker "
Albert W Bacon, Capt Cl'k	

CREW.

James West	Thomas Days
John Phillips	John Carroll
John Burns	Francis Keernan
Andrew Wilson	Tyng Smith
Edward A Palmer	George Maran
Isaac M Bradley	Michael Martin
Samuel F Rogers	Oscar Russell
William Bass	Thomas King
Daniel O Hubbs	Charles Williams
Charles Watson	John Grant
William Keefe	William Warren
John Salem	William Mansfield
William Campbell	John Chester
Peter Hays	George Robinson
Christopher Iverson	Nicholas A Johnson
George Gamman	Thomas Higgin
Edward McMahon	William Jackman
James Cummings	John Mulligan

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "JOHN GRIFFITH," APRIL, 1862.

Henry Brown, A M Com	Thomas Larensaler, A M
R M Clark, A M Mate	Mate

CREW.

Robert C Ives	Frederick Arnold
Charles F Brown	John Carlton
Daniel Ward	William Price
Andrew Johnson	Henry Tolliver
Henry Stone	Sylverton Cornith
Joseph King	Laurence Kelly
John Lakeman	Thomas Moakley
Gabine Chalapos	Peter McKenna
Herman Miller	John McAllister
Charles H Frencourt	Charles Wanger
John G Cobb	George Zettler
John Strahan	Benjamin Forbes
William Fountain	Frederick Preston
Albert M Brown	E Bowman
Frederick R Faerche	Walter S O'Rooke
John Grady	Frank Bowman
Johnson Sloan	John King
James Pearson	William Thompson

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "SARAH BRUEN," APRIL, 1862.

Abraham Christian, A M Commanding	James S Hyde A M M
Niles C Rider, A M M	Sylvester Rowland, A M M

CREW.

Frank E McMahon	William Mooney
P B Damon	Patrick McConnell
William Williams	E C Clark
John Wilson	James Kain
John Flatery	Luke Langam
Charles Robinson	James Kelly
John Lawrence	William Ryan
J W Chadwick	George W Doxey
Michael Driscoll	Peter Rapazo
Lewis J Vosburgh	Nicholas Pircy
James Merhen	Henry Hempstead
Thomas E Bailey	Robert H Paine
Thomas Moot	John Smith
John Adams	William Wilkinson
John Rennouf	Peter Frantiwitch
William Reef	John Doyle
Antonio Markojam	William Alfred
John J Clark	Patrick Tolan
Michael Kerwan	

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "RACER," APRIL, 1862.

Alvin Phinney, A M Com	Henry C Whitmore, A M M
Everet S Manter, A M M	Daniel B Covey, "

CREW.

John W Hill	Daniel Sullivan
George Syme	Martin Drain
John Calligan	Lyman Williams
William Ellis	Daniel Dougherty
Charles Nimes	Charles H Paige
John Edwards	James Downey
Dennis Lynn	Frederick Lanmaster
John F Kavanaugh	John Fisher
James Sullivan	Edward Flood

John Burnes	George W Hawkins
Alfred W Holmes	Thomas O'Keefe
Peter Neilson	Charles Dunloary
Patrick Cosgriff	James Wilson
Thomas F Bowden	Timothy Donovan
Christopher Strange	Charles Wiokens
Edward W Baker	J P Texido
John S Combs	William Jones
Charles A Tripp	Alfred Goday

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR BRIG "SEA FOAM," APRIL, 1862.

Henry E Williams, A M Commanding	Joseph Moss, A M M
James Perkins, A M M	Ambrose Fellx "

CREW.

James W Sands	James Chase
Michael Corbitt	Henry Hammill
James Hale	George Irwin
Peter Gnertson	James McCarty
George M Washington	James Quinn
John Memmington	Andrew Nelson
David Case	Francis Rydman
William Dalton	Michael Moore
James McMullin	Enos Filkins
Peter Turner	John Davids
Eugene Calligan	Martin Fisher
Christopher Mitchell	Michael Hart
Gotfried Branfruhl	James Morris
John Downey	Peter Banzstein
Thomas Brown	Daniel Hanlon
John Grogan	Philip Suet

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "HENRY JANES," APRIL, 1862.

Lewis W Pennington, A M Commanding	Z Predmore, A M M
Anthony Soper, A M M	R W Spates "

CREW.

Frederick E Lockwood	Lewis Augusto
Edward Schenck	William Pierce
Edward Rogers	Charles Smith
Patrick Flynn	James W Brown
James Cook	Robert Campbell
Christian Cromer	Henry Johnson
Andrew Birrell	John Green
Thomas Dunn	Neil Andrews
Robert Sadler	Charles Strohnber
Edward Collins	Henry Middleton
John Gates	John Sloan
William Roberts	Peter Daley
Neill Neilson	A F Moare
Joseph Garcier	Edward Salter
John Caldwell	Z Caldwell
John Gouck	Hugh Brady
John Mara	James V Buckley

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "DAN SMITH," APRIL, 1862.

Geo W Brown, A M Com	Eric Gabrielson, A M M
Francis W Towne, A M M	R S Sommers, "

CREW.

James W Stalnburn	William Farmen
A C McKenzie	James Gibson
Thomas Williss	Charles Brown
Thomas Neilson	John Raynor
George Collins	Nelson A Whiting
Alexander Clark	Thomas Lambert
Joseph Madden	Frederick Williams
William Peterson	Charles Nelson
Henry Croine	William Robinson
George Deene	Francis Mills
John Killin	Patrick Collins
Henry Taylor	Eugene P Peters
Martin Newman	George Kalsall
George Swain	John Kurran
James White	Charles Smith

LIST OF OFFICERS AND CREW ON BOARD THE U. S. MORTAR SCHOONER "ADOLPH HUGEL," APRIL, 1862.

James Van Buskirck, A M Commanding	Peter Decker, A M M
	W H Thompson "

CREW.

Alfred Weiller	Joseph W Masson
Horace B Miller	Joseph McCarty
George Wright	Charles Ward
John G Berry	George W Paul
Edward Hackett	David Davis
Francis W Stewart	Henry B Betke
Charles W Dow	Albert Murdock
Edward Clark	Edward Devan
George E Dow	John O'Brien
Bernard Donohue	George Knowlton
Benjamin E Brewster	John Stoddart
James E Watts	John W Cranston
S F Hanson	William Carsen
Alexander Wilson	William Burton
Sherman Hall	James Wiley
O S Janes	William A Burns
W H Gibbs	James Marion
Neill Farren	John King
Edward Burton	Daniel W Mott

SUPERNUMERARIES.

Jerome B Johnson, A M M	Lyman C Granger
David S K Jones	William Johnson
Henry Luff	

In addition to the foregoing lists, we present below a supplementary one, containing the names of two offices and one petty officer, who were engaged in the fight at New Orleans:

Asst. Surgeon Charles H. Burbank, on the *Hartford*.

Act. Master Francis H. Grove, on the *Pensacola*.

Boatswain's Mate J. B. Aiken, on the *Miami*.

The last named is the extra petty officer on the *Miami* from the *Colerado*.

Honors to a Brave Captain.

In recognition of the services and the kindness of Capt. Urquhart, of the bark *Trimountain*, on the occasion of the wreck of the *Ville du Havre*, the survivors, on a recent visit of that gentleman to this city, took occasion to present him with a handsome testimonial service of plate, consisting of eight pieces—a salver, a tea kettle, and six smaller pieces to match. The service was manufactured by Tiffany & Co., and is of bright polished silver, with suitable chasing. The salver, in design, is especially beautiful, and bears the following inscription: "Presented to Capt. W. W. Urquhart by the survivors of the *Ville du Havre*, who were received by him on his ship *Trimountain* Nov. 22, 1873, and kindly cared for until landed at Cardiff, Wales, Dec. 1, 1873." On either side are the words "Courage" and "Humanity" surrounded by wreaths of the black poplar and marsh willow, which are emblematic of these virtues. Masts and tackle of ships, a ship's boat and capstans, fill in the design. The whole is surmounted by the head of Neptune. On the smaller pieces the captain's monogram is engraved.

Damage Allowances.

The following bill to repeal damage allowances in the assessment of duties on imported merchandise has recently been proposed in Congress:

Be it enacted, &c., That hereafter there shall be no reduction or rebate of duties or other allowance for, or by reason of, damage sustained by any imported merchandise during the voyage of importation, and all acts or parts of acts authorizing or permitting such allowance are hereby repealed; but such repeal shall not affect any merchandise actually on shipboard and destined for a port in the United States when this act takes effect, or within twenty days thereafter.

What has the American Seamen's Friend Society done to Benefit the Sailor?

Editor The Nautical Gazette:

Ever since the new Shipping Act has been in operation, the community has been stirred up in everything that relates to seamen, and this has been done by Commissioner Duncan and the American Seamen's Friend Society for personal and interested motives. They know that they must keep the agitation up, or their occupation would be gone. The A. S. F. Society has been in operation about 45 years, during which time they have collected, for the benefit of seamen, over $3 000,000. They send their high salaried secretaries all through the country at stated times to preach and beg for the poor "toilers of the sea," telling how "they are degraded, abused and robbed, both at sea and on shore," drawing upon their imaginations to make their sermons as pathetic as possible, and quoting largely texts from the Scriptures, thus exciting the minds of their hearers, making them believe that the only way to save the souls of those "who go down to the sea in ships," is for them to contribute largely to the funds of their society, as it is the only medium through which the sailor can be reached.

Now what has this boasting society done, during all these years, with the immense amount of money they acknowledge to have received, for the sole use and benefit of seamen. Take their last annual report, for the year ending May 1st, 1873, which will show the mighty efforts this society have made to fulfil the pledges made to the public.

The society report their receipts and expenditures for the year as follows:

Received by collections, etc		$42,764.98
Received by legacies		16.160.35
Received by auxiliaries		4,176.89
Received on account of Sailors' Home		1,236.43
Received from other sources		1.341.38
Total receipts		$65,679.73
Paid for publications	$6,328.82	
Paid for library work	8,076.01	
Paid Rev. S. H. Hall, Sec'y and Treas.	3 000.00	
Paid missionaries, chaplains, etc.	33,376.42	
Paid salaries, rent, interest, office expenses, etc	5.928.74	
Paid on charity account	1,380.56	58,090.55
Amount unaccounted for		$7,589.18

The above report shows that they have disbursed, on account of charity, the beggarly amount of $1,380.56 out of $65 679.73.

A short time since, in the published reports of the number of poor persons assisted by public charity, were 146 sailors.

Who have ever heard of or saw their missionaries or chaplains visiting and giving relief to the poor and destitute sailor or his widow and orphans? The miserable garrets and stifling cellars in which the poor sailor and his family live is never visited by any one belonging to the society.

The Sailors' Home is under the control of the Seamen's Friend Society. It was built in 1842. The State appropriated $15.000 towards the erection of the building. If the public wishes to learn how the sailor is taken care of in the "Home" they are referred to the annual report of Dr. J M. Woodworth, Superintending Surgeon U. S. Marine Hospital Service, prepared by Dr. Heber Smith, Surgeon U. S. Marine Hospital Service, N. Y. City. He says "It would be pleasant to find one place for the reception of seamen that could be commended, but this 'Sailor's Home,' with the exception of the exclusion of liquor and lewd women, is found to be little better than the others. In the sleeping rooms, recently visited, the actual space allotted to the occupants was, in no case, over 350 cubic feet, and the sole provision for ventilation was a crescentic aperture cut through the upper part of the door, of less than six cubic inches capacity. The same overcrowding and filth, the same tiers of bunks, the same total disregard of hygienic laws, are apparent here as elsewhere. In fact, this 'Home' and the society that directs it, are mere burlesques upon philanthropic effort, and the evidence of the truth of this assertion, as regards the Seamen's Friend Society, is to be found in the published financial statements of its Secretary and Treasurer." Dr. Smith might have gone on much further and shown how the destitute sailor is received when he makes application for board at the "Home." The first question put to him is, Where are your clothes? Have you money to pay a week's board? The answer is, I have lost my clothes and I have no money. He is immediately told to clear out, that they don't keep a house for such as he is, and if he does not at once turn and leave, he is taken by the arm and led into the street.

The Seamen's Exchange is controlled by the Seamen's Friend Society. When the corner stone of the building was laid, speeches were made by the Secretary of the Navy, Governor of the State, Mayor of the city, Rev. Dr. Tyng, and W. A. Booth, President of the Seamen's Friend Society. The cost of the building was to be from $75,000 to $100,000. When the building was dedicated, it was reported to have cost $110,000, and that it "is fitted up in a manner bordering upon luxury." Capt. C. C. Duncan, in a report published in the N. Y. *Herald* of Feb. 27th last, says the building cost $120,000

Of which was made up by contributions	$60,000	
And by loan on mortgage	15,000	75,000
Amount unaccounted for		$45,000

Mr. Duncan does not say anything about an appropriation made by the State Legislature of $30,000 towards the erection of the building.

The American Seamen's Friend Society have heretofore had the full confidence of the public. Money has flowed freely into their treasury, but facts have recently come to light which has shaken that confidence, and nothing short of a full and fair examination into their affairs by a disinterested committee can restore it.

ARGUS.

The Turkish Admiralty has ordered a new ironclad to be built in England. She is to be a formidable vessel, and will cost £120,000. She will be provided with a powerful ram, and will mount four guns, each twenty-five tons in weight, arranged in a high central battery. Hamet Pasha has been sent to England to conclude the contract.

British Arrogance.

Editor The Nautical Gazette:

In your issue of March 14, I notice a communication from "L," on the subject of "A Department of Commerce and Navigation," in which he suggests that such a department be organized in Washington. I fully agree with him, and predict that, unless some such step be taken, we shall always occupy a position subordinate to that of England in matters pertaining to steamship companies.

In corroboration of the justness of "L's" remarks, I would call your attention to an incident coming under my own immediate notice, and which occurred upon the occasion of the last trip of the steamer *Indiana*, of the American Steamship Company, from Philadelphia to Liverpool, it being her fourth voyage. The surgeon of the steamer, a graduate of the University of Pennsylvania, had held a commission in our regular navy, and, during the late war, had charge of several of our general hospitals. Notwithstanding these facts, and that he had been regularly appointed to his present position, he was instructed to appear before "The Board of Emigration," and undergo an examination as to his qualifications. He was thereupon examined by the Board, who passed upon his credentials, and ordered him to report all cases treated by him (with mode of treatment) on board the *Indiana, from* Liverpool, England, *to* Philadelphia, United States, and *return*, and was granted a "permit to practice medicine on board the American steamship *Indiana*," signed by a captain in the Royal Navy. Nor did the supervision of the English department stop here, for, without any previous consultation with either the captain or the surgeon, a large medicine chest and one hundred pounds of carbolic acid, in powder, were sent on board the ship, although it had a full complement of necessary medicines furnished at Philadelphia. The expostulations of these officers were not heeded, and the chest still remains on board the *Indiana*, with seal yet unbroken.

The crew were obliged to undergo a rigid medical inspection on the quarter-deck by a physician of the aforesaid Board, who also visited the surgery, to inspect the instruments and medicines, where he had occasion to see for himself how perfectly well the vessel was prepared with necessary medicines, and how unnecessary was the presence of the English chest.

The Board also sent on board the ship a number of British life buoys, although it is well known in Liverpool, as in Philadelphia, that the steamships of the American Line are better provided with life-saving apparatus than any other ships afloat.

We have stated in a mild way some of the indignities that have been shown us in the persons of the officers and seamen of the American Line of steamships. As Americans, we protest against any further invasions of our rights on board our own vessels.

E. H. W.

The following in a copy of the certificate issued by the chief emigration officer, Capt. Mackenzie, R. N., at Liverpool:

GOVERNMENT EMIGRATION OFFICE,
LIVERPOOL, 6 March, 1874.

I appoint Doctor —— to take medical charge of the American steamship ——, he being qualified by the 42d Section of the Passengers' Act for 1855, and Passengers' Act Amendment Act, 1863.

It is desirable that surgeons in charge of passenger ships should keep a record of any sickness that occurs on the voyage, together with the treatment and result of the same, a report of which should be sent to this office at the end of each voyage.

Another Revolution of the "Turret."

Another "Old Cannon" has taken a shot. The first one had some ring to it, and, properly cared for, will be serviceable for some time to come; but this last one sounds cracked, and, probably, has trouble about the vent; moreover, it does not seem to be one of those located at the Navy Yard gate for use, to keep heavily-loaded vehicles from breaking the stone piers, but a sort of corner loafer, for the boys to fill up with stones and mud balls. However, in the revolution of the "Turret," all sorts of things come within range, and this gun needs a shot or two to keep it quiet. I should not wonder at all if that old gun was made use of to elect Gen. Slocum, who went in for selling the Navy Yard. It sounds like it. But let us consider the main question:

From the first years of the great Republic, the Government works have been controlled by political influence. It has entered into the very smallest disbursement of Government money, and excercised a certain amount of power over all of the contract work; but to say that none of our citizens ever stipulated to do a certain amount for a certain stated sum, and carried it out in good faith, is to charge dishonesty on many worthy men. I will veuture to say that no "Old Cannon" dare make such an assertion; neither dare he assert that the present system of navy yard work is to the best interests of the Government. And when the old guns will cease discharging salvos on the election of corrupt men, who, to pay them for their services, appoint them to offices they are not competent to fill, then the time will have arrived when no contract work will be needed. It is not the head of the navy, nor the men who employ labor for the navy, who are at fault, but it is the system of making the Government work-shops places for the employment of political huxters, who accept the positions simply as an offset for the work they have done for the party. And when the "old guns" ring out a salute for the election of men for their own merits, rather than for the patronage they can bestow, then the "cobblers and tailors" will have to give place to the best skilled labor the country possesses. In the meantime, it is as certain as anything can be that much work will have to be done for the Government by contract, and the question is still open for discussion whether an honest contractor will not serve the country better than an adherence to the present system of navy yard work.

TURRET.

The Pilot Commissioners are preparing a memorial to Congress, urging the prosecution of the work of removing the Hell Gate obstructions. They also ask an appropriation of $170,000 for similar work in the Hudson River.

Canadian Shipping and Plimsoll's Bill.

Mr. Robert Marshall, delegated from the Kings Co. Board of Trade, of New Brunswick, to attend the recent session of the Dominion Board of Trade, at Ottawa, having been charged by that body to prepare a paper on the above subject, submitted, on the 25th ult., a Report, from which we extract the following:

"I had the honor, [on a previous occasion] on behalf of this Board, to submit my paper on the subject of 'Canadian Shipping,' and endeavored to make patent the fact that our wooden tonnage had established for itself a character equal, if not superior to the iron freight tonnage of the world, a copy of which, as well as letters in answer to criticisms upon my paper, I beg herewith to submit. I am not egotistical enough to suppose that the cordial and hearty reception that this paper received, not only at the hands of the respective delegates to the Dominion Board, but as well by the leading press of Canada and the United States, was on my account, but look upon such endorsement as a compliment to the county, and a recognition of the vast importance of the subject matter of the document that I had the honor to submit. You will permit me to state just here my firm conviction that, outside of the large cities of our country, no local board was represented at that meeting having more varied interests than the County of Kings, it being an influential and wealthy county, of about twenty-eight thousand inhabitants, largely engaged in agricultural, shipbuilding, ship-owning and manufacturing pursuits.

"After I had read my paper, in order the more speedily to give practical effect to the subject, I moved the following:

Resolved, That ——— ———, be a committee to draft a memorial to be forwarded by this Board to his Excellency the Governor-General, in council, urging upon our Government the importance of adopting such measures as to it may seem necessary to prevent any legislation that may be proposed in Great Britain, in consequence of the report of the Royal Commission recently held in London, prejudicially affecting the tonnage of the Dominion of Canada.

"This motion was seconded by Charles H. Fairweather, esq., President of the St. John Board of Trade, and, in due course, unanimously adopted. The President then appointed the mover and Executive Committee to attend to that duty. The following is the full text of said memorial, as forwarded to the Governor-General, in council:

To His Excellency, Earl Dufferin, Governor-General of the Dominion of Canada, in council. The Petition of the Dominion Board of Trade humbly sheweth,

That the tonnage owned and registered in the Dominion of Canada, in proportion to her population, exceeds that of any other country in the world:

That Canada now ranks fourth, if not third, as regards gross amount of tonnage, and that the building of vessels, as well in the vicinity of our great inland waters as in Quebec and the Maritime Provinces, is one of the prominent and most profitable of the industries of the country:

That prior to the Confederation of the Provinces, in 1867, our large-sized vessels were, as a rule, built under contract for parties in England and elsewhere, and that, when they once passed out of the builders' hands, our interest in them ceased:

That the practice of building vessels for sale has been almost wholly abandoned, and that now shipbuilders, being joined by Canadian capitalists, build their vessels, whether for inland, coastwise or deep-sea voyages, and own them, and reap the advantage or loss in the business, as the case may be. Our ships are now found on every sea in the commercial world—carrying valuable East India and other cargoes, delivering the same in the best of order, and in a condition as satisfactory as by first-class iron freight vessels.

That the bill introduced some time ago by Mr. Plimsoll in reference to shipping—and more recently the appointment by her Majesty's Government of a Royal Commission to inquire into the report upon the matter—has caused the marked attention of people of all maritime countries to be given to questions concerning the character, condition and loading of ships; and the feeling in the United Kingdom is so wide-spread that Parliament will in all probability legislate in the matter:

That the people and Parliament of England, however desirous of doing ample justice to her loyal subjects in the Dominion, cannot be supposed to know thoroughly how much one of the great departments of Canadian industries may be injured by attempting to legislate for us in this matter:

That the people and Parliament of Canada will join heartily with our mother country in doing all that humanity demands for the preservation of life at sea, or that a judicious precaution requires; as instanced when, at the last session of Parliament, an act was passed limiting deck loads to a reasonable quantity, and also another, entitled "An Act relating to Shipping, and for the Registration, Inspection and Classification thereof;" but they strongly object that so noble a purpose may, from want of knowledge of the true position which our shipping now occupies, be made a plea for detrimental interference with our ships, which contribute so largely to our importance and our wealth:

Your memorialists therefore humply pray, that your Excellency, in council, may, in view of the fact that legislation will be proposed in the Parliament of Great Britain, consequent upon the report of the Royal Commission, recently held in London, adopt such measures as the Government, in its wisdom, may deem necessary to prevent such legislation from prejudicially affecting the tonnage of the Dominion of Canada.

And, as in duty bound, your petitioners will ever pray, &c.

Dated at Ottawa, 27th February, A. D. 1874.

W. H. HOWLAND, President.
WM. J. PATTERSON, Secretary.

"I may add that the bill entitled 'An Act relating to Shipping, and for the Registration, Inspection and Classification thereof,' has since received her Majesty's assent, and will go into operation no the 27th March, instant."

American Ship Windlass.

The American Ship Windlass, manufactured at Providence, R. I., is rapidly growing into favor. The new Cromwell steamer, building at Wilmington, Del., is to have one; the new steamer building at Englis' yard, Greenpoint, for Capt. Coyle, of Portland, is to have one also; and others are contracted for by parties all over the coast. We recently heard of an American steamer which had lost her "best bower" by means of an English windlass. It served her right, when she could just as well have had an *American* machine at less price. Our cousters, who usually go short handed, should always be provided with the latest improved American Ship Windlass.

The steamship *Jamaica* stuck in a mud bank at the South west Pass of the Mississippi about eighteen days ago, and at last accounts still remained there. About fifty vessels, mostly outward bound, were awaiting her removal.

A Murmur from the Sea.

Once upon a time, when vessels of the sea were traversing their various routes, and iron bottoms sported idly upon the bosom of the deep, Old Neptune, the Sea King, summoned to the royal court, then holding in the palace of the great coral beds, a water sprite, a courier of the king's, who'd just arrived, and had good news, 'twas said, of a new monster that appeared right off the coast of Delaware.

"Make way for the courier!" cried the king; and as the finny courtiers waggled to and fro, there glided in amongst them a smart young dolphin who, upon entering the royal presence, made a low salaam, and then shaking off the sea foam from his person, thus addressed the king:

"Sire, your majesty, I fear, will not be pleased when I my tale have told. 'Tis of a bottom strong and wide, whose sides are like a mountain side; that that moves with all the grace and skill of the best vessel in thy fleet. I've seen it glide into thy realms and have hastened to thy presence to make known the fact."

"Now, by all the clams of Little Neck, what news is this I hear? Ho! guards, we must away! Barnacle, gird on thy armor, and tell thy varlets to prepare for action! Pile up new shouls, my jolly breakers, and let this monster beware, for old Neptune's on his guard." And from the recesses of Old Nep's domains there came and gathered round the old King's standard countless numbers of the army of the seas.

The massive whale, the great sea lion, the porpoise and the shark were there, also sea monsters, octopusis and such like, and forming round the great breakwater, old Neptune thus addressed them:

"Armies of the deep, behold! the Dolphin's words were true! a cleaner bottom we ne'er beheld, nor finer form nor action. Far different from the lazy hulks from cross the water, whose sides are shallow, like their owners' souls—a true, good model of a noble ship, who takes the water like ourselves."

And fins were moved as if in approbation, and the grand old ocean smiled, and the waves murmured their delight, and the sea foam glisteued, and the good ship rested.

Again old Neptune spoke, and this was what he said:

"May winds nor storms e'er vent their wrath upon thee, thou great sea king;
May rocks or shoals ne'er cross thy path, thou monster *City of Peking*."

And the armies dispersed, and scales glistened, and all was still, and Neptune was happy. "CHUM K."

Publication in Ship Registry.

A curious case—viz., Clover *v.* Royden—came before Vice-Chancellor Bacon on one of the last days of the recent sittings of the court. A motion was made on behalf of the plaintiffs, who were merchants and ship-owners at Liverpool, for an injunction to restrain the defendants, the chairman and committee of an association at Liverpool, called "The Underwriters' Registry for Iron Vessels," from printing or selling any copies of their list of iron vessels having the words, "Class suspended, 1871," placed opposite or so as to apply to a ship belonging to the plaintiffs, called the *Tyne Queen*. It appeared from the evidence that the defendants' association was formed in 1862, with objects similar to "Lloyds." The plaintiffs' ship, which was built in 1865, and was upwards of 1,000 tons burden, was purchased by them in 1870, at which time she was classified in the defendants' list as "twenty years red," which was their highest class, and was equivalent to the A1 class at Lloyds. In 1871 the plaintiffs made certain alterations in the vessel. These alterations were approved of by the surveyor of Lloyds, but the defendants' surveyor declined to approve of them, unless certain additions were made to the vessel. These additions the plaintiffs declined to make, on the ground of the expense attending them, and required the defendant's association to withdraw the vessel from their registry. The defendants refused to do so on the ground that their registry was published for the information of the public, that they were bound to state their opinion of the merits of the vessel, and that they were not actuated by any untair motive in stating what they believed to be the effect of the alterations made in the ship.

The Vice-Chancellor, in delivering judgment, said that in his opinion the defendants had acted in accordance with the rules of their association, which were well-known to the plaintiffs, and had inserted the words objected to in their registry without any malicious intention, but merely for the purpose of giving that information to the public which they honestly believed to be true. The plaintiffs had availed themselves of the advantages of the registry when their ship was classed in the manner they approved of, and they had submitted to the subsequent survey of the vessel, and thereby appeared to acquiesce in the conduct of the defendants. The plaintiffs, therefore, were not justified in complaining of this entry in the registry; and considering that the class was suspended in 1871, and the vessel had ever since been employed, he thought that time alone would disentitle them to an injunction. The Vice-Chancellor accordingly refused the motion with costs.—*The London Review.*

The steamer *Nil*, belonging to the Messageries Maritimes of Marseilles, whose loss is reported while on a voyage from Hong Kong to Yokohama, was an iron screw steamer of 1,734 tons, and was in command of Capt. Brunet. She was built at La Ciotat, in 1864, and was of the following dimensions: Length, 221.4 ft.; beam, 32.3 ft.; depth of hold, 26.2 ft. She had engines of 280 H. P., and was bark-rigged. Eighty persons are reported to have been lost with her, including the Japanese Commissioners who were at the Vienna Exposition.

It is feared that the steamship *Widdington*, of Newcastle, is lost at sea. The vessel was last sighted by the Inman steamer *City of Antwerp*, February 6. She was then making six knots an hour. The officers of the *City of Brussels*, which arrived here on the 2d inst., report that no tidings have since been heard of the *Widdington*. The vessel was about 600 tons burden.

Shaw's Boat Detacher.

Thomas Shaw, an ingenious mechanical engineer, of Philadelphia, the inventor of the famous "Gunpowder Pile-Driver" and Water Bearing for screw steamers, has recently produced a simple contrivance for rapidly detaching ships' boats by an economical appliance. It is in use on the U. S. steamers *Juniata* and *Alaska*, as well as on a number of merchant vessels, where it has been found to work satisfactorily.

The boat is suspended from the ordinary davits by means of the usual tackle. The lower block of the tackle is hooked in the looped outer ends of strands. The strands are each long enough to reach through one-half the boat's length, and are passed through eye-bolts in the bow and stern of the boat, having looped ends, which meet over the center of the boat, where the strands are united by common lashing.

The boat, loaded with passengers, is meant to be lowered by the tackle to within a foot or two of the top of the wave, or until the boat touches the water, according to the roughness of the sea; then the lashing is cut, when both bow and stern strands are released at the same moment, thus freeing the boat from all danger of being swamped, by one of the tackles holding fast to the boat while the other is detached—a very common occurrence, and which has cost thousands of lives.

This contrivance can be applied to any ordinary boat at a trifling cost, and is so easily arranged that it is understood at once without instruction. Many of the boat-detaching appliances are so complicated that an engineer is required to manage them; they are also costly and so easily put out of order, and are so little comprehended by passengers, that when they are most needed they are rendered entirely useless.

All persons wishing to apply this improvement to their boats will meet with prompt attention by addressing the patentee.

U. S. REVENUE MARINE.

The *Grant*, Capt. T. Treadway, while coming into this port by the Hook, on Tuesday last, fell in with three fishing boats, below Romer Shoal, with two men in each, which were being rapidly carried out to sea. A snow storm was in progress, a stiff northerly wind blowing, with the tide running strong ebb, and the crews of the little craft, feeling that they were in the jaws of death, had almost given up hope, when the practised eyes of the *Grant's* crew discovered their situation, and immediately proceeded to their assistance. The men, profuse in their thanks for their fortunate escape, were taken on board, and the boats towed to Fort Hamilton in safety.

The *Levi Woodbury* arrived at Portland, Me., on the 24th ult., from a cruise, having in tow the schooner *Wm. H. Warren*, of Portland, with loss of spars, etc., during a gale, off Seguin Island. The *Woodbury* was minus her second bower anchor, having lost it in the attempt to rescue the schooner *Eugene* on the rocks near the entrance to Booth Bay. The schooner, being loaded with lime, bilged and took fire, and notwithstanding all efforts, proved a total loss, with the exception of her rigging, sails, etc.

The Brig *Sally Brown*, which arrived at Baltimore on the 25th ult., reports that on the night of the 20th she ran ashore on Willoughby's Shoal. The *Colfax* went at once to her relief and succeeded in hauling her off, without injury. Capt. Mathews of the brig returns thanks to Capt. Hamlin and officers of the *Colfax* for their timely and efficient aid.

A very finely modeled and well built cat-boat, 27 ft. long, 10 ft. beam, 3.6 ft. hold, built by Blackburn, was shipped this week to Fernandina for a Custom House boarding boat. She is copper fastened, coppered, and in all respects is a first class boat. She was built under the supervision of Capt. John McGowan, U. S. R. M.

The General Service Signal Code.

An esteemed correspondent, in writing us a private letter, has the following, in reference to this subject: "This course of signalling, now taught to the officers of the U. S. Revenue Marine, by Lieut. A. E. Bateman, is a move in the right direction, and I am glad to see it encouraged. A short time ago, I happened to be present on an occasion where this system of signalling proved its efficiency in a very thorough manner. The Revenue steamer *Levi Woodbury*, while assistiug the crew of the schooner *Eugene*, of Thomaston, on the rocks, near Booth Bay sent an officer to the wreck, which was fully a mile from the steamer, and he, by means of this code, communicated rapidly and correctly with the steamer, informing those on board when the vessel went on shore, the number of the crew, and how they were saved; also the prospect of floating the vessel, etc., thus saving a vast amount of labor in pulling boats back and forth, all of which is generally attended with a certain modicum of risk. The only wonder to me is that this system should not have come into vogue long ago."

American Lloyds Once More.

"Some fellah!" has sent us a postal card, on which was written, in purple ink, "Read, ponder, and inwardly digest." This card contains a long account about the American Lloyds, and its dabbling in law. To return the compliment, we quote from a letter received by us, and signed by Erastus W. Smith, esq., in which he says: "I have no recollection of ever being Consulting Engineer for the American Lloyds—at any rate, I do not remember of ever being called upon by them for a professional opinion." Will the writer of the superscription in "purple" ink please "read, ponder and inwardly digest." Next Lloyds!

Who's This?

Steamship *Weser*, Willigerod, from New York, at Southampton 12th ult., reports: March 2, lat. 40° 59′, long. 65° 49′, passed a steamship bound west, with two blue lights together. She had a heavy list to port, masts and boats forward of the funnel were gone, and the tops of the two aft masts were carried away, the ship looking rather heavy in the water, but appeared to be under full speed. No sign of distress was given.

SHIP-BUILDING.

Registration of U. S. Merchant Vessels.

Official List of U. S. Merchant Vessels, to which were awarded official numbers during the week ended March 28, 1874, in accordance with the provisions of the Act of Congress approved July 28, 1866. Reported from the Bureau of Statistics Treasury Department:

Official No.	Sig'l Letters.	Rig	Name of Vessel.	Tonnage.	Home Port.
105340	....	st s	A. Andrews, jr.	34 85	Toledo
105341	...	sc	A. R. Forester	8 05	Matagor'a
105339	...	st s	Alf. Stevens	150 52	Dyersb'g
105338	....	sc	American Eagle	24 1	Dighton
2888	...	st p	Bell Rowland	289 06	N. Orleans
125226	....	sc	C. B. Benson	298.72	Toledo
125225	....	st s	Cal Davis	24 89	Toledo
125228	....	sc	Carrie Nelson	62.71	Bass Riv'r
125227	....	st s	China	58.34	Toledo
125229	....	sc	City of Gloucester	68.64	Glouces'r
125224	....	sc	Curnella	14 34	N. Orleans
33947	....	c bt	Cottage Girl	41.05	Toledo
8986	....	sl	E. Pendo	6.32	N. Orleans
8985	....	st s	Emma Irvine	41.98	N. Orleans
8987	....	sc	E. R. Williams	293.64	Toledo
37439	....	c bt	Friendship	57.89	Toledo
85311	....	sl	Golden Rule	9.93	Norfolk
95261	JPND	sc	Huttie A. Bangs	566.68	Prov'wn
100111	JPBC	sc	Ida B. Gibson	235.56	Warc'wn
75600	....	sl	Joseph	6.60	O. Orleans
75601	....	st s	J. H. Stevens	11.12	Toledo.
75602	....	st s	J. L. Beckwith	39.83	Detroit
15960	....	sc	Laura L.	30.54	N. Orleans
15962	JPBF	bk	Laura R. Burnham	673.03	Boston
15961	....	sl	Le Bon Cousin	5.76	N. Orleans
90587	....	sl	Mandelise	9.32	Keyport
90588	....	sl	Mary Elizabeth	16.18	Charles'n
90586	....	st p	Mary Ida	145.73	N. Orleans
90589	...	sl	Mary Washington	7.38	Norfolk
50959	....	c bt	Mannie F. French	130.18	Phila
18789	....	st p	Nadine	33.75	Booneville
18790	....	sc	Nulli Segundus	89.83	Glouces'r
52897	....	bge	No. 1	28.89	Trenton
52898	...	bge	No. 2	28.89	Trenton
19399	....	sl	Osprey	9.26	Crisfield
110159	....	sc	Reporter	83.61	Glouces,r
110158	....	st s	Rose	5.77	Toledo
110157	....	st p	Royal George	90.79	N Orleans
115229	....	st p	Sabine	332.85	Toledo
115232	....	sc	St. Peter	289.97	Toledo
115231	....	st p	Ste. Genevieve	790.20	St. Louis
115230	JNWV	sc	Sam'l H. Hawes	260.17	Phila.
24986	....	st s	The Douglas	37.13	Buffalo
24985	....	sl	True Republican	5.70	N. Orleans
80402	....	sc	Wabash	315.44	Toledo
80401	....	st s	Wm. E. Rooney	11.94	Toledo
28080	.. .	st s	Zephyr	8.60	Norfolk

Total vessels numbered..... 47

EDWARD YOUNG, Chief of Bureau.

Launched.

At Bucksport, 21st inst., from the yard of William Beazeley & Co., a three-masted schooner of 310 tons, O. M., called the *Maggie Abbott*.

From the yard of Hardy Bros., Newburyport, March 24, schooner *Annie G. Quiner*, 100 tons burden, built for Wm. H. Quiner, of Peverly.

From the yard of Captain Ambrose Pierce, in Westport, Me., 20th ult., sloop *Merinda Beal*, of Georgetown.

Maine Ship-Yards.

Number of vessels in course of construction in the City of Bath, Maine, since the 1st of January, 1874, and the approximate tonnage in each yard:

Yards.	*Vessels.*	*Tons.*
Goss, Sawyer & Packard..	1 bark.....	1,000
Goss, Sawyer & Packard...	1 bark.....	700
Goss & Sawyer....	2 barks...	2,300
Goss & Sawyer.....	2 ships...	2,600
Goss & Sawyer.....	1 barkentine.....	450
E. & A. Sewall...	4 ships...	6,000
W. V. Moses & Sons.....	1 ship	1,500
C. B. Harrington...	2 propellers.....	200
C. B. Harrington.....	1 yacht....	100
Houghton Bros.....	1 ship	1,500
Adams & Hitchcock.....	1 bark...	1,200
Hagan & Thurlow.....	1 barkentine.....	700
Hagan & Thurlow	1 brig	400
Hagan & Thurlow....	2 shooners.....	200
Albert Hathorn.....	1 ship.....	1,600
Albert Hathorn.....	1 bark	1,250
William Rogers.....	1 bark....	1,200
William Rogers.....	1 ship	1,300
Palmer & Hawley..... ...	1 schooner.....	400
Deering & Donnell	1 schooner..... ..	100
Jewell Brothers.....	1 schooner.....	700
D. O. Blaisdell	1 bark	1,000
Chapman & Flint.....	2 ships.....	3,600
Lemont & Robinson...	1 schooner.....	631
Lemont & Robinson.....	1 bark.....	1,100
Hodgkins & Brown.....	1 barkeutine.....	700
Hodgkins & Browu.....	1 brig.....	300
Potter & Soule.....	1 sloop.....	50
Kenniston & Mitchell.....	1 sloop.....	50
R. Mooers	1 sloop....	40
Totals.....	39	33,346

At Pembroke, Mr. Aaron Frost will soon have a three-masted schooner ready to launch.

At Lubec, Mr. Mugford has a frame of a new vessel at the shore of Harbor De Lute, Campobello, which frame was prepared by his crew in the woods within the past four weeks. The timber is to be fitted and the keel laid as soon as arrangements can be made at the old yard of Langmaid & Mugford. The vessel is to be about 250 tons, O. M., and intended for Captain Nathaniel Turner.

Messrs. Rideout & Morrow, of Bowdoinham, are building a splendid bark of 850 tons; when completed, it will be interior to none in the State.

Philadelphia Ship Yards.

From a private letter written us by Wm Cramp & Sons, we extract the following, for publication:

"The fire that visited us Tuesday morning last did greatest harm in our machine and engine erecting shops. The ship-yard is without hurt, and by Monday next our full force of 1,100 hands will be at work. Our engine department will be delayed in its operations somewhat. You will be glad to learn that our insurance, amounting to $90,000, will about cover the loss. Very truly yours,

"W. CRAMP & SONS."

The stockholders of the Camden and Philadelphia Steamboat Ferry Company held their annual meeting in Camden, on Saturday, and elected the following directors for the ensuing year: Edmund Smith, Benjamin Fish, Wm. H. Gatzmer, Albert W. Markley, T. Jones Yorke, George M. Dorrance, John C. Bullitt, Thomas H. Dudley, J. W. McKnight. Subsequently, Edmund Smith was elected President, Albert W. Markley, Vice President, William H. Gatzmer, Secretary and Treasurer, and A. B. Frazee, Superintendent.

The New Light-House steamer *Dahlia* is ready for service, and will start in a few days for her station on the lakes, via the St. Lawrence.

Preliminary steps have been taken to organize a Vessel-Owners' Association at Buffalo.

THE
NAUTICAL GAZETTE.

B. S. OSBON, - - - - Editor and Proprietor.
W. GANNON, - - - - - - - - Publisher.

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B. S. OSBON, Editor and Proprietor,
P. O. Box 4778. New York City.

NEW YORK, SATURDAY, APRIL 4, 1874.

AMUSEMENTS.

For the week ending April 11, 1874.

UNION SQUARE THEATER.—Union Square, 14th Street. "Led Astray." Begins at 8, over at 11. This establishment does not advertise in the New York *Herald*.

GRAND OPERA HOUSE.—Eighth Avenue and 23d Street. Miscellaneous Performance. Begins at 7.45.

DALY'S FIFTH AVENUE THEATER.—Twenty-Eighth Street near Fifth Avenue. "Charity." Begins at 7.45.

WALLACK'S.—Broadway, corner of 13th Street. "The Rivals." Begins at 8.

OLYMPIC THEATER.—624 Broadway. "Vaudeville and Novelty Entertainment." Begins at 8.

NIBLO'S GARDEN.—Broadway, near Prince Street. "Davy Crockett." Begins at 7.45.

WOOD'S MUSEUM.—Thirty-Fourth St. and Broadway. Afternoon at 2; evening at 8.

BOOTH'S THEATER.—Sixth Avenue and 23d Street. "Zip." Begins at 8.

The grasping, avaricious spirit of the railroad men of this country seems to have no limit. Not content with injuring traffic by water routes in almost every conceivable way, they now seek to bridge all our water courses, irrespective of solemn protests and the adverse reports of unbiased and competent engineers, who have carefully surveyed their proposed plans of blockading our highways of commerce. One of the most outrageous attempts of this kind which has recently been brought to public notice, is to bridge the channels at Detroit, between Lake Huron and Lake Erie. Nearly a year ago a commission met at Detroit, with a view of hearing facts as presented by representatives of both railroad and navigation interests. The Board of U. S. Engineers, who had the matter in charge, obtained much valuable data respecting currents, character of river beds, record of vessels passing, the methods of navigation, &c., and after hearing both sides, prepared their report, which may be found in full in Ex. Doc., No. 64, 43d Cong., 1st Session. The Board, in its conclusions, favor a tunnel as a means of crossing at these points, and they say "That no bridge giving passage to vessels by draws alone, with draw spans as at present practicable, can be permitted without serious injury to navigation." We think the railroads have been nurtured and fostered long enough by State and Federal Governments, and in almost all cases against the interests of navigation, and it is time that a stop be put to their further injury to our vessel interests all over the country. The Michigan Central Railroad and the Canada Southern Railroad are the prime movers in this attempt to bridge the Detroit River, and they will not stop at anything to carry their points. The bridging of the Detroit River directly affects the interests of about 3,000 vessels, which annually move nearly 10,000,000 tons of freight. As far as we are able to discover, we can not see the necessity—even if there be a convenience in it—for bridging this water course, and we hope Congress will not grant the prayer of the railroadmen above mentioned, or any others who wish to extend their facilities at the expense of the shipping of this country.

The salvage case of Hamilton E. Towle *vs.* the steamship *Great Eastern*, which was decided by Juge Shipman, in November, 1864, is now forcibly brought to our mind by the recent claim of Mr. Brady *vs.* the steamship *Pennsylvania*. The learned Judge, in his decision in the above remarkable case, having examined all the authorities, came to the conclusion that the true rule is that a passenger may recover salvage for services rendered by him to the vessel on which he is passenger, provided those are not mere ordinary services—such as pumping, or aiding in working the ship by the usual and well-known means—but of an extraordinary character, and beyond the line of his duty. It would seem that Mr. Brady's claim is based upon extraordinary duty rendered to the vessel, but the questions that will arise, when the case comes before the court, may turn the tide against him, and place him in a far different relation to the vessel than is now apparent. There are circumstances where a passenger can render salvage service to a vessel he is on board, and it does not follow that he must first personally be disconnected from the ship. We should be glad to publish the whole of Judge Shipman's decision, but it is of too great length for our columns. Mr. Towle, we believe, secured $15,000 salvage for his services.

This week we complete the New Orleans Prize Lists, and have accomplished an object we have long had in view—that of giving to our old shipmates a full and accurate list of all who are entitled to this money. We have worked earnestly for a long time to have this matter closed up, and the heroes of that great naval achievement paid off. From reports current at Washington, it would appear that "pay day" is not far distant, and that it will not be long before the pittance will be forthcoming. No one will be made rich by the award, although some may be made happy. Our advice is, send in your claims at once, directing them to Hon. S. W. J. Tabor, 4th Auditor, Treasury Department, Washington, D. C. Then do not worry him or yourselves, for the order for your money will be sent to you as soon as it is possible to do so.

We regret to see the tendency of ship-owners to reduce the wages of ship-masters and mates. It will not pay. It is cruel to ask a first-class ship-master to go to sea, to take charge of a first-class vessel and cargo, for wages ranging from $75 to $125 per month, and besides, it is a great temptation for underpaid men to be dishonest. Primage, which once constituted a means of fair income to the ship-master, is now almost wholly abolished, except, perhaps, in Eastern owned ships, where masters receive from $25 to $30 per month, and 5 *per cent.* primage. Some of our best clipper captains receive less than $200 per month, and out of that must provide for their families on shore, and, as a consequence, starve themselves. It is a great mistake to demand that a first-class ship-master shall go to sea for dock-laborers' pay.

The illustration we give this week of the skill and ingenuity of Capt. Wm. H. Nelson, of the ship *Northern Light*, as displayed by him in rigging up a temporary steering apparatus on his vessel, after her patent steerer was disabled in a terrific hurricane, shows the aptitude of the real sailor to extricate himself from danger in the hour of peril. "Necessity—the old adage says—is the mother of invention," but the sailor is almost always the father of invention, as far as contriving appliances to work vessels out of supreme difficulties. This is not the first time the ready genius of Capt. Nelson has come to the rescue, when trouble and danger has seriously threatened his vessel.

Some folks are wonderfully exercised about the "racing" of the Harlem river steamboats. They get excited, they say bad words, and they write untruthful ones besides. We wish all steamboats were run as safely and skillfully as are the Harlem River steamboats. They have pilots that are the most skillful in any of our waters, and their engineers must be counted as the best of their class. No excess of steam is ever carried on them—no accident ever occurs, and their repair bills, which, by the way, are next to nothing, show that they are capable, careful men. We do not know, individually, a soul connected with either of the two lines, but we do know, from actual daily observation, that the Harlem boats, for their class, stand without a peer in our waters.

At the regular meeting of the Board of Health, in this city, held on the 31st ult., a report was received on the condition of the Sailor's Home, 190 Cherry St. Some parts of the house were described as in a most filthy and unhealthy condition.

Gen. D.D. Smith, Supervising Inspector General of Steam Boilers, was in this city last week, on business connected with the late series of boiler experiments.

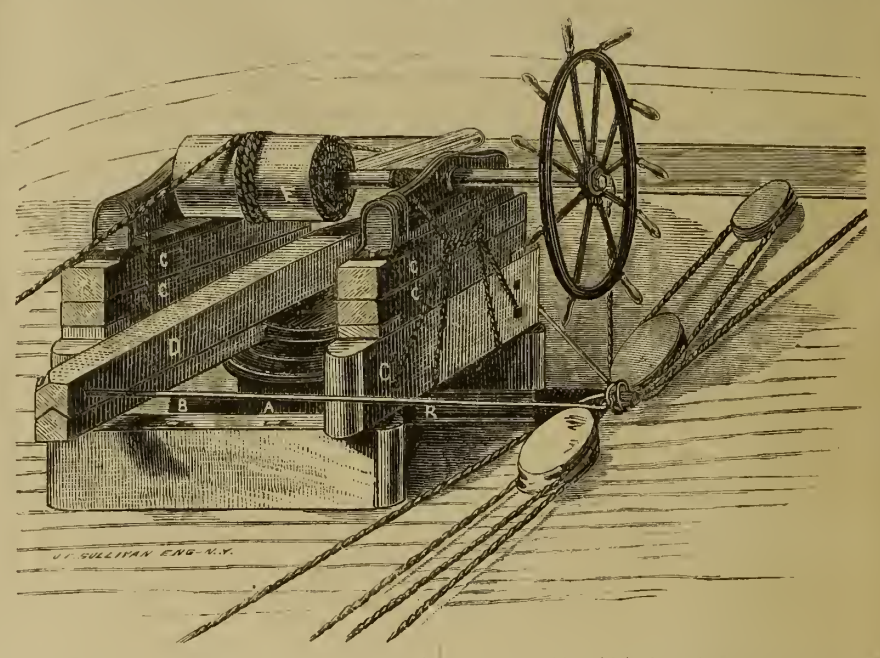
The new Quarantine Station, at Clifton, S. I., was opened during last week, and the old grounds at Tompkinsville abandoned.

Capt. Nelson's Temporary Steering Gear, Rigged on the Ship "Northern Light," During a Hurricane in Mid Atlantic.

[ILLUSTRATED.]

The accompanying engraving, made by our special artist expressly for THE NAUTICAL GAZETTE, portrays with great fidelity the temporary steering gear rigged by Capt. William H. Nelson, of the ship *Northern Light*, which left Liverpool Jan. 25, 1874, bound to New York, having on board about 1,000 tons of mixed cargo and ballast, the ship drawing 16.9 ft. aft and 15.4 ft. forward. The voyage was made through a succession of gales. From an abstract of her log we copy: "Friday, Feb. 13, comes in with violent gales from west, heavy lightning, 1 a. m. furled the reefed foresail and mizzen topsail; 2.30 a. m., hurricane squall from W.N.W. burst upon us, parting the block strap to foretopsail sheet before it could be secured; morning, terrific squalls from W.N.W., with hail and rain; 7 a. m. the wheel purchase broke; secured the rudder by the relieving tackles; no abatement in the squalls or wind at noon. A very high and dangerous sea running, the comb of the seas completely covering the ship at times; ship lying in the trough of the sea, and lurching heavily to windward. Barometer 29.80, air 52°.; 2 p. m., the iron tiller broke, the strain in the heavy lurches being too much for it. We came very near losing the rudder; it took its own course, having no ready means to prevent it; managed in time to get chains around the head and with tackles we managed to steady it, then we cut away the rudder casing below and got the stream chain around the stock, and with heavy tackles we managed to secure it safe; 3 p. m. 'goose-winged' the maintopsail and set the mizzen." * * * *

"Feb. 14, comes in with violent gales from about N.W., accompanied with violent squalls. All the force we could muster working to rig temporary



steering gear, using anchor stock, iron, strong back to main hatch, a heavy piece of oak, with bolts, bars and shackles; we expect to manage it. * * *

"At 5 p.m., got our steering gear done and working nicely; made sail, with a fine fair gale from N. by W., kept the ship W. by S., set the main topgallant sail for the first time since the 5th; then it was set only for a few hours. We have passed through ten days of terrific weather, such as is seldom equalled."

"On the 17th she again encountered heavy gales, furled topsails and three reefed foresail; heavy seas. Next day weather worse, until afternoon, when same sail was made again. On the 23d and 24th we find the ship under 'short sail' again. 25th, heavy chop sea; ship plunging heavily—never saw one do it heavier; great strain on the wheel ropes; 26th, 8 a. m., blowing terrifically; 2 p. m., terrific squall passed over us, the first of a succession of squalls which came with hurricane violence, lasting all night. Tried to 'wear ship' but could not. 27th comes in with *fearful* gales from N.W. by N., sea running very high; 28th, squalls of rain and hail, the hail stones of immense size; March 1, small whirlwinds in the squalls which increased in violence; sundown, wind moderating; 4th, another gale; 6th, yet another gale, blowing hard; 8th, took steam tug *Cyclops*, and the following day was in New York harbor."

We have given this brief synopsis of the log of the *Northern Light*, not so much with a view of writing up the log, as to show the weather the ship encountered at the time the temporary steering gear was rigged, and what strain it had to stand afterwards. We saw the gear after the ship arrived, and feel justified in saying that it was fit to take the ship around the world. Last week it was taken out of her, and she will be fitted with a new screw steering gear somewhat more strong than the one which gave away and came near losing the vessel. We have little or no faith in these "patent steerers;" the one on the yacht *Columbia* cost us a race with the *Livonia* and nearly cost the writer his right forefinger.

Our illustration, which we publish for the benefit of shipmasters who may chance to lose their patent screw steerers, conveys an excellent idea of the temporary steerer planned by Capt. Nelson; and just here let us say that we think the underwriters should not forget that in all probability this ship would have come to grief if it has not been for the inventive genius of her commander.

After the screw gave out and became useless, then the iron tiller broke, leaving the ship without any means of help guidance.

The casing of the rudder was torn off in the "lazarette," and by means of a stream chain and tackles the rudder stock was griped and held. Next, a hole had to be cut through a 19 inch oak rudder stock—no easy task, with the ship down on her beam ends. A small anchor stock was cut off and shipped through the tiller hole, forming a tiller; rings were cut out of the ring bolts on deck, to which to hook the steering tackles to. The strong-back, from the main hatch in the 'tween decks, made a cross-bar from which to lead braces to the forward end of the tiller, the iron braces having been taken from the mizzen topgallant cross trees. The wheel spindle was then blocked up about a foot, and the wheel rigged. The spindle was then "woolded" with hemp rope and hammered down until it was a solid barrel, this was then covered with canvas. Heavy tackles with patent blocks were then rove off and led to the barrel, and one block made fast to the rings on the tiller head, and the other to a strong cross-bar at the quarter bitts, from which a spar was braced in and back to the temporary structure and over the rudder head. The illustration shows how the blocking which held up the spindle was bolted and seized together, making the whole apparatus one of incalculable strength and of inestimable value. After the hole had been cut in the rudder stock and the end of the iron anchor stock inserted, which, by the way, had been cut off with cold chisels and watch tackles—a kedge was slung from the spanker boom and was used as a drawing rain to force the stock through the aperture which had been cut with such great difficulty, for, as Capt. Nelson remarked, "it was as tough as iron." We have never seen a neater or stronger sample of necessity work on board of a vessel. Alow and aloft contributed its quota of materials to complete the work which we have thought worthy of reproducing in our columns, so that others may have the benefit of at least learning how much a skillful commander can do, if he only will do, in times of emergency. No man should ever think of abandoning his vessel, or giving up in despair after reading an article like this, which shows how, out of a variety of little things, he can construct a great controlling power, a machine which, while it accomplishes its direct purpose, gives security to all on board, and preserves the vessel.

Explanation.

A., Rudder head; B., Tiller made from anchor stock; C., Blocking to raise the wheel spindle up; D., Cross-bar made from the between deck "strong back;" E., Barrel made of rope, covered with canvas.

The *Northern Light* is now lying at Pier 19, E. R., and is a splendid specimen of American naval architecture. She was built at Quiney, Mass., in 1872, and is owned by W. F. Weld & Co., of Boston, from whence she hails. She is 1,859 tons register, a three-decker, and of the following dimensions: Length, 228 ft.; beam, 44 ft.; depth of hold, 28 ft. She rates A1 in every respect. It will repay any one to visit this vessel, and we will venture to say a neater, trimmer or handsomer vessel cannot be found in the port. Be sure and ask to see the carpenter's shop on this vessel; it has no equal in the world of ships.

The ex-blockade runner *Chicora* now seeking the American register, was known in rebellion days as the *Let Her Be*, which name may now be seen on the builder's name plate on her engines. She was taken around to the St. Lawrence, and built up with deck accommodations for passengers. She ran several seasons between Collingwood and ports on the north shore of Lake Superior. Her oscillating engines drove her at a high rate of speed and in a dense fog she went all standing on the rocks of Michijucoten Island, and was towed to the Soo by the skin of her teeth. She bears a charmed life.

The Harlem steamboat *Sylvan Stream*, on her passage from that place, on Monday last, collided with the sloop *Gully Elma*, of Manhasset. The pilot of the *Sylvan Stream* blew the whistle for the sloop to "go about," but owing to the high wind the vessel could not "go about" in time, consequently she crossed the bow of the steamer. The engines were backed and a serious collision prevented. The damage to the sloop was insignificant; the steamer lost her flagstaff and a quantity of deck-gear.—*N. Y. Times.*

The Spring season has fairly commenced on the Hudson, and boats with passengers and freight are now running to Albany and Troy. Last year the opening of navigation was much later in the season, the first boat from New York to Albany not having reached the latter place until the 13th of April.

The Cadet Engineers will probably take their annual cruise, this season, on board the *Wachusett*.

THE NAVY.

UNITED STATES NAVY LIST.

The following is a list of the vessels of the U. S Navy now in commission and fitting out, and their present station:

ASIATIC STATION.

Name.	Guns.	Station.
Hartford, s. s.....	18	At Hong Kong, Feb. 28.
Lackawanna, s. s..	10	At Shanghai Feb. 23.
Iroquois, s. s	6	Hong Kong, Feb. 9
Kearsarge, s.s.....	6	For Asiatic Station.
Ashuelot, p. s... ..	6	At Yokosaka, Feb. 23.
Monocacy, p. s.....	6	At H.K'g, Feb. 23.
Saco, s. s.....	3	Yokohama, Dec. 23.
Yantic, s.s.....	3	At Singapore, Jan. 15.
Palos, s. s.....	6	For Shanghai, and Hong Kong.
Idaho, s..	†7	At Yokahama, Dec. 23.

EUROPEAN STATION.

Franklin.....	39	Ordered to Europe.
Wabash, s.s.....	45	Ordered to Boston.
Congress, s.s..... ...	16	At Key West, Mch. 11.
Shenandoah, s.s....	11	Ordered to New York
Wachusett, s.s.....	6	At the Passes, March 20 .
Alaska.....	12	At Havana, Mch. 27.

NORTH ATLANTIC STATION.

Worcester, s.s.... .	15	At Havana, Mch. 23.
Juniata, s.s	8	At Key West. Mch. 30.
Powhatan, p.s. ...	17	At Havana, Mch. 19.
Canandaguia, s.s ..	10	At Key West, Jan. 21.
Wyoming, s.s.....	6	At Key West, Jan. 22.
Shawmut, s.s.....	3	En route to Key West.
Ossipee.....	8	At Key West, March 30.
Pawnee, s...	†2	Key West, Nov. 20.
Saugus, i.c	2	Key West, Nov. 20.
Dispatch, s.s.....	2	At Key West, Mch. 5.
Pinta, d.....	2	Sailed for Norfolk
Kansas, s.s.....	3	At Key West, Jan. 20.
Ajax, i.c.....	2	At Tybee, Feb. 12.
Manhattan, i.c. ..	2	At Key West, Dec. 24.
Mahopac, i.c... ...	2	At Key West, Dec. 24.
Brooklyn, s.s... ..	20	Havana, March 13.
Colorado, s.s.....	45	Ordered to Cuba.
Dictator, i.c.....	2	At Key West, Feb. 19.
Canonicus, i.c.....	2	En route to Key West.
Fortune, d.....	2	Dispatch service.
Mayflower, d.....	2	Sailed for Portsmouth, N. H.

SOUTH ATLANTIC STATION

Lancaster, s.s.....	22	Ordered to Rio.
Ticonderoga, s.s...	11	Ordered to Norfolk
Wasp, p.s	1	In Brazil waters, surv'g, Dec. 30

PACIFIC STATION.

Richmond, s.s.....	14	At Mare Island, Feb. 10.
Pensacola, s.s	22	South Pacific Coast.
Benicia, s.s.....	12	At Honolulu, Feb. 27.
Saranac, p.s...	11	At Panama, Mch. 15.
Omaha, s.s...	12	Sailed for Callao, Feb. 6.
Tuscarora, s.s.....	6	At Honolulu, Mch. 4.
Narragansett, s.s..	5	At Mazatlan, Feb. 8.
Onward, s.....	3	Store ship, Callao, Peru.
Monongahela, s.s..	11	At Rio, Jan. 26.

SPECIAL SERVICE.

Portsmoutb, s.... .	51	Mare Island.
Guard, s.....	4	Lett Gibraltar, Mch. 2, for N.Y
Michigan, p.s.....	†8	On the Lakes.
Frolic, p.s..... ...	†8	At New London, Mch. 7.
Tallapoosa, p.s....	—	Special Navy Yard duty.
Santee, s.....	49	Gunnery ship, Annapolis.
Dale, s.....	8	Practice ship, Annapolis
Saratoga, s.....	8	Naval Academy.
Plymouth.....	10	Portsmouth, N. H.
Roanoke, i.c.....	6	New York Harbor defence.
Terror, i.c..	4	At Philadelphia, Dec. 31.
Lehigh, i.c.....	2	At Wilmington, Del., rep.
Rescue, d.....	2	En route for Key West
Gettysburgh, p.w..	4	For Aspinwall, Feb. 27.
Shawmut, s. s.. ...	3	For Key West.
Constellation, s....	10	To fit out at Gosport.

RECEIVING SHIPS.

New Hampshire, s..	15	Norfolk, Va.
Ohio, s.....	5	Boston, Mass.
Vermont, s....	16	Brooklyn, N. Y.
Independence, s...	22	Mare Island, Cal.
Sabine, s.....	36	Portsmouth, N. H.
Savannah, s.. ...	19	At Portsmouth, Va., Dec. 12.
Relief, s	2	At Washington Yard, Jan. 30.

NOTE.—s.s., screw; p.w., paddle-wheel: i.c.. Ironclad; s., ship; d., dispatch boat.
† Howitzers.

Brooklyn Navy Yard.

The absurd statement recently published in the *World*, that work was to be entirely suspended at this yard, is utterly without foundation. The *Swatara* left the dry dock on Monday last, and proceeded to the derrick to receive her masts.

Asiatic Station.

The Navy Department is in receipt of dispatches from Capt. E. R. Colhoun, senior officer on this station, dated on board flag-ship *Hartford* at Hong Kong, Feb. 9. Rear-Admiral Parrott hauled down his flag on Jan. 12, and transferred the command of the station to Capt. Colhoun. The *Hartford* visited Macao after Jan. 15, and returned to Hong Kong on Feb. 2. The *Lackawanna* is reported at Shanghai, and the *Iroquois* is still at Hong Kong. The *Saco* was at Yokohama. The *Yantic* was expected soon at Hong Kong from her cruise to Manilla, Borneo, and other places. The *Monocacy* left Hong Kong for Saigou on Feb. 5, thence for Bankok, Siam. She was expected back early in April. The *Palos*, when last heard from, was at Shanghai, about proceeding to Nagasaki. All the stores had been transferred from the *Idaho* to the storehouse on shore at Nagaski.

The *Hartford* was at Hong Kong Feb. 23, and was to leave for Yokohama.

The *Ashuelot* and *Saco* were at Yokohama on the same date.

The *Lackawanna* was at Shanghia, Feb. 23.

The *Alaska* arrived at Havana on the 27th ult.

North Atlantic Station.

Rear-Admiral Scott, on the departure of Rear-Admiral Case from Key West, resumes command of the force on this station. His command will consist of the *Colorado*, (flag-ship), *Worcester*, *Brooklyn*, *Ticonderoga*, *Canandaigua*, *Ossipee*, *Wachussett*, *Kansas*, *Shawmut* and *Pinta*, together with the monitors now at Key West. The *Mayflower* is to proceed to Portsmouth, N. H., and the *Despatch* to Norfolk.

Farragut Prize Money.

The Secretary of the Navy, on Saturday last, sent an order to the Fourth Auditor of the Treasury, requiring that officer to pay the amounts of prize and bounty money due for the capture of New Orleans and the destruction of the enemy's ships. The total amount of prize money proper is $530.000, and $93,000 additional bounty for the destruction of the rebel vessels. The number of United States ships-of-war that took part in these engagements is 44, and the officers and men who will share in the prize awards between twenty-five hundred and three thousand. Of the entire amount of the award the Farragut estate will receive one-twentieth. One of the causes of the delay of this distribution was the consideration of the question as to what share the division commanders should have. There were four divisions in the fleet, commanded respectively by Admirals Bailey, Farragut, Porter and Bell, each of whom will be entitled to one-fiftieth of the award as divisional commanders. All the other officers of the fleet will receive their distributive share in proportion to their respective rates of pay. The Secretary of the Navy has endeavored to include the names of all persons in his lists who were borne on the ships' books, or who were actually aboard ships doing duty under competent orders during the engagements preceding and at the time of the occupation of New Orleans by the United States forces. The lists include wounded sailors and detachments from other ships, and are thought to be absolutely correct. It will require a week, or, at the farthest, two weeks for the Fourth Auditor to get up the clerical lists for this distribution.

Capitol Notes.

WASHINGTON, April 2, 1874.

The dispersion of the fleet at Key West has commenced in real earnest, and the happy ones who are destined for Europe are rejoicing greatly at their good fortune. It is probable that the *Colorado* will remain as flag-ship of the North Atlantic Squadron, as she is in excellent condition and well manned.

The board of officers for promotion and retiremen has not yet returned from Key West.

Commodore Rodgers, Chief of Yards and Docks, returned on Saturday last, and the trip seems to have been beneficial to him.

Much speculation is indulged in as to the cause of the non-appearance of the Annual Report of the Secretary of the Navy and of the Navy heads of Departments—these reports are generally bound and sent to the different officers, as is done with many Registers.

The new regulations governing the admission of cadet engineers into the Naval Academy, have just been issued.

The new sloops of the *Quinnebaug* class are ordered to be ready early in May. These vessels, comprising the *Vandalia*, *Marion* and *Quinnebaug*, are fitted with compound engines and great results are expected from them—*Nous Verrnso*.

The *Shawmut*, that lately left this port for Key West, made very great speed and dispels the frivolous charges—that vessels fitted with the old type of machinery are too slow to get out of their own way. The increase of speed in the *Shawmut* is undoubtedly due to the fact that the two-bladed propeller was removed aud her old four-bladed one put back.

MERRIMAC.

Miscellaneous Naval Items.

The presence of the *Tuscarora* and *Portsmouth* at Honolulu prevented any serious consequences resulting from the riot at that place, on the occasion of the election of a new king. Commanders Belknap and Skerret landed 150 men, with a Gatling gun on seeing a riot imminent, and on being requested so to do by the authorities of the city. The rioters very sensibly retired when the blue jackets appeared.

The *Saranac* arrived at Panama on the 15th ult., from Acapulco, and was to remain there, subject to the orders of the Inter-Oceanic Canal Commission.

The *Tallapoosa* is at Boozy's ship yard, where she has been dismantled. She will be rebuilt.

The *Tuscarora* was at Honolulu March 4, and expected to leave on the 8th for Yokohama.

The *Guard*, on the 2d ult., left Gibraltar for this port.

The *Fortune* is to resume her surveying duties.

NAVAL ORDERS.

MARCH 24.

Ordered.—Master Francis H. Delano to the *Portsmouth*, at the Navy Yard, Mare Island; Passed Asst. Paymaster S. Dennison Hurlburt to the *Wachusett* at Key West, per steamer 4th April next; Chaplain Henry H. Clark to the receiving ship *Ohio*, at Boston, 1st April next; Asst. Engineer George S. Gates to the Navy Yard, Boston.

Detached.—Chaplain Wm. H. Stewart from the receiving ship *Ohio*, at Boston, 1st April next, and placed on waiting orders.

MARCH 28.

Detached.—Mate Thomas M. Nelson from the *Fortune*, at Key West, on the 17th inst., and placed on waiting orders; Chief Engineer Wm. H. King from the *Ossipee*, on the 18th inst., and ordered to the Navy Yard, Washington, as inspector of machinery afloat.

MARCH 30.

Detached.—Lieut.-Commander Charles W. Kennedy from the Coast Survey steamer *Hassler*, and ordered to return home and wait orders; Master Henry O. Handy from the *Frolic*, and granted leave of absence for three months; Asst. Engineer R.M.Huston from the *Ossipee* on the 15th of May next, and resignation accepted, to take effect on that day.

MARCH 31

Detached.—Lieut.-Commander Edward A. Walker from the *Lancaster*, and ordered to return home and report arrival; Lieut.-Commander Frederick R. Smith from ordnance duty at Key West, and ordered as executive of the *Lancaster*; Cadet Engineer R.R. Leitch from the *Ajax*, and ordered to the *Ossipee*.

APRIL 1.

Ordered.—Master Richard Mitchell to ordnance duty at the Navy Yard, Boston.

Detached.—Lieut.-Commander Frank Pearson from the *Brooklyn*, and to return and report to Bureau of Ordnance for duty; Lieut.-Commander Edward N. Kellogg from the *Saugus*, and ordered to the *Brooklyn* as executive.

LIST OF DEATHS

In the Navy of the United States, which have been reported to the Surgeon General for the week ending March 26, 1874:

George Golding, ordinary seaman, E. F., March 6, at Marine Hospital, Key West.

David S. Edwards, Medical Director, March —, at Bridgeport.

Dennis O'Connor, marine, Feb. 10, Pacific Mail steamer *Japan*, at sea.

John White, seaman, Feb. 23, Naval Hospital, Mare Island.

Daniel M'Grath, seaman, E. F.; March 3, Naval Hospital, Mare Island.

Joseph Williams, seaman, E. F., March 21, Naval Hospital, Philadelphia.

Revenue Marine Changes.

The following changes have occurred in the Revenue Marine Service since our last report: First Lieut. Thomas W. Lay detached from the *McCulloch* and placed on waiting orders; Chief Engineer James M. MacDougal, detached from the *McCulloch*, and assigned to special duty at East Boston, Mass.

Second Lieut. W. H. Hand, Third Lieut. H. B Rogers, First Asst. Engineer M. D. L Dinsmore, detached from *McCulloch* and placed on waiting orders; Chief Engineer James T. Wayson, detached from *Lincoln*, and ordered to *Oliver Wolcott*, San Francisco, Cal.; Chief Engineer James A Doyle, detached from *Wolcott*, and ordered to N. Y. City.

Changes in the Marine Corps.

Second Lieut. Richard Wallach, leave of absence extended March 11, 1874, for 30 days, at the expiration of which to report for duty at Marine Barracks, Brooklyn, N. Y.; Second Lieut. R. D. Wainwright, detached March 25, 1874, from the *Lancaster*, and to proceed to Brooklyn, N. Y., and report to Major Johu L. Broome, commanding marines, for duty.

Yachting Notes.

At a recent meeting of the New York Yacht Club, the committee appointed at the first general meeting to prepare scries of resolutions in relation to the late ex-Rear Commodore Livingston and Wm. H. Major, submitted a very appropriate draft, expressive of the general sense and sorrow of the members upon the regretted occurrences. The resolutions were unanimously adopted, and it was ordered that the same be entered upon the minutes and that copies be transmitted to the families of deceased.

Two eighteen-feet yachts are to be added this season to the fleet of the Oceanic Yacht Club, of Jersey City.

Stapleton Yacht Club.

The members of this Club will hold their Spring meeting at the club rooms, on the second Tuesday in April, to make the necessary preliminary arrangements for the season. Mr. Ralph Munroe, of Clifton, is building a new yacht, to be sloop rigged, and which will be added to the Stapleton fleet, making a squadron of twenty-six boats.

The schooner *Canadian*, with wheat from Toronto, arrived at Oswego on the 27th ult.—the first vessel of the season.

OCEAN STEAMERS.

Movements of Ocean Steamers.

AMERICAN S. S. CO. OF PHILADELHIA.
PHILADELPHIA AND LIVERPOOL LINE.
PETER WRIGHT & SONS, Gen. Agents, Phila.

From Philadelphia.		From Liverpool.	
Illinois.....	Apl. 9	Kenilworth.....	Mch. 25
Kenilworth	" 16	Ohio.....	Apl. 8

ANCHOR LINE.

From New York.		From Glasgow	
Victoria.....	April 7	Macedonia	Mch. 25
Olympia.....	Aug. 9	Elysia.....	" 28
Macedonia	" 21	Trinacria.....	Apl. 2

BALTIC LLOYD.

[Stettin-American Mail Steamship Co.] CHARLES RAMMELSBERG & Co. Office, No. 40 Broadway. Steamers sail from Pier No. 13, N. R., New York.

From New York.		From Stettin.	
E. M. Arndt... ...	Apr. 18	Washington.....	Apr. 6
Washington.....	" 30	Humboldt.....	" 12

BREMEN LINE.

From New York.		From Bremen.	
Hansa.....	Apl. 8	Weser	Mch. 21
Weser.....	" 11	Minister Roon...	" 25
Minister Roon....	" 15	Frankfort.....	Apl. 1

CUNARD LINE.

CHARLES G. FRANCKLYN, Agent. Offices, No. 4 Bowling Green, and No. 111 Broadway, New York. Company's wharf, Jersey City.

From New York.		From Liverpool.	
Cuba..... ...	Apr. 8	Abyssinia.....	Mch. 28
Abyssinia	" 15	Parthia...	" 31
Parthia.....	" 18	Russia...	Apl. 4

HAMBURG LINE.

From New York.		From Hamburg.	
Pommerania... .	Apl. 9	Holsatia...	Mch. 25
Holsatia.....	" 16	Hammonia.....	Apl. 1
Silesia.....	" 12	Frisia.....	" 8

INMAN LINE.
[CARRYING THE MAILS.]

JOHN G. DALE, Agent. Office, No. 15 Broadway N.Y. Company's wharf Pier No. 45, N. R.

From New York.		From Liverpool.	
City of Paris. ...Apr.	11	City of Paris	Meh. 26
City of Montreal..	" 18	City of Montreal..	" 31
City of Richmond	" 25	City of Chester...	Apr. 2

LIVERPOOL & GREAT WESTERN S.S. CO.
[CARRYING THE MAILS].

WILLIAMS & GUION, Managers. Offices, No. 63 Wall Street, and 29 Broadway, New York. Company's wharf Pier No. 46, N. R.

From New York.		From Liverpool.	
Nevada. .. ..Apr.	7	Idaho.....	Mch. 25
Wisconsin.....	" 14	Minnesota.....	Apr. 8
Idaho...	" 21		

NATIONAL LINE.

F. W. J. HURST, Manager. Office, No. 69 Broadway, New York. Company's Piers, 44 or 47, North River.

From New York.		From Liverpool.	
Greece.	Apr. 11	Greece.....	Mch. 25
Italy.....	" 18	Italy	Apr. 1
Spain..... ..	" 25	Spain	" 8

STATE LINE.

From New York.		From Glasgow.	
State of Alabama.	April—	State of Virginia..	Mch. 21
State of Penn'a...	Apr. 4	State of Georgia,...	28

GENERAL TRANSATLANTIC COMPANY.

From New York.		From Brest.	
Europe.....	Apr. 18	Europe.....	Mch. 26
		St Laurent.....	Apl. 9

RED STAR LINE.
PETER WRIGHT & SONS, Gen. Agents. Office, 30 Walnut St. Phila.

From Philadelphia.		From Antwerp.	

WHITE STAR LINE.

From New York.		From Liverpool.	
Adriatic.....	Apl 11	Adriatic.....	Mch. 26
Baltic.....	" 18	Baltic...	Apr. 2
Oceanic.....	" 25	Republic.....	" 9

Arrivals and Departures.

FRIDAY, MCH. 27.

Arrived—Caledonia, 3 a. m., left Moville March 12, 4 p. m.; Amerique, left Brest March 15, 3 p. m.; Hermann, 1 a. m.. left Southampton March 14, 8 p. m.; Java, 8.54 p. m., left Queenstown, March 15, 3.45 p. m.

Arrived out—At Stettin, Franklin, 9 p. m., left N. Y. March 8, 8 a. m.; at Queenstown, Spain, 8 a. m., left N.Y. March 15, 5 p. m.; at Moville, Trinacria, 3 n. m., left N. Y. March 14, 12 m.

SATURDAY, MCH. 28.

Arrived—Ethiopia, 2 p. m., left Moville March 15, 4 p. m.; Absalon, left Leith March 8; State of Pennsylvania, left Larne March 14.

Arrived out—At Moville, Anglia, 8 a. m., left N. Y. March 11, 2 p. m.

Sailed—Republic, City of Brooklyn, Egypt, Italia, Mosel, Arragon, St. Olaf.

SUNDAY, MCH. 29.

Arrived out—At Queenstown, Manhattan, left N. Y. March 17; Calabria, 2 p. m., left N. Y. March 20, 8.20 a. m.; at Plymouth, Frisia, 2 a. m., left N. Y. March 20.

MONDAY, MCH. 30.

Arrived out—At Brest, Pereire, 8 a. m., left N. Y. March 21, 8 a. m.; at Queenstown, City of Richmond, 2 a. m., left N. Y. March 21, 10.10 a. m.

TUESDAY, MCH. 31.

Arrived—Cybele, left Flushing March 12.

Arrived out—At Moville, California, 2 p. m., left N. Y. March 21, 12 m.; at Southampton, Donau, 7 p. m., left N. Y. March 21, 5 p. m.

Sailed—Wyoming, H. Haarfager, Sidonian.

WEDNESDAY, APRIL 1.

Arrived—City of Brussels, 2.55 a. m., left Queenstown March 20, 4.23 p. m.; Holland, 3.30 p. m., left Havre, March 15; Hansa, 11.15 p. m., left Southampton March 17, 6 p. m.

Arrived out—At Greenock, Castalia, 10 a. m., left N. Y. March 18, 12.30 p. m.

Sailed—Java, America, Ethiopia.

THURSDAY, APRIL. 2.

Arrived—Nevada, left Queenstown March 19; Pembroke, left Cardiff March 16; Pomnerania, left Havre March 21; Assyria, left Genoa via Halifax, March 30.

Sailed—Westphalia.

American Steamship Co.

This company filed an answer, on the 31st ult., to the Brady libel, of which the following is the sense, deprived of its legal verbiage: The respondents deny that the safety of the ship on the night in question was due to the judgment and seamanship of the libellant, or to an alteration of the course of the said steamship, and to the slowing of the engines under the direction of the said Brady, as is suggested, if not averred in said libel. But, on the contrary, they aver that while the conduct of libellant was in every way commendable in voluntarily aiding and assisting the quartermaster in charge of the wheel after he discovered the extent of the loss the ship had sustained in the number of officers swept overboard, they believe that the safety of the ship was owing to her own good sea qualities, the good conduct of the quartermaster, Michael Murphy, and the men in charge of the wheel, and the thorough discipline of the engineer's department. They aver that the principal danger on the night in question, under the circumstances, arose from the exposure of the forward hatches, which were secured by the third officer, aided by part of the crew and by the chief steward and the men of his department, and by part of the engineer's department, which was a work of some difficulty and exposure on the night in question, in which libellant took no part. From information and belief they deny that libellant organized the men below into three gangs, as stated in the said libel. The answer also states that Third Officer Reeves was competent to bring the ship safely to port.

The *Ohio*, Capt. Morrison, arrived at Queenstown on the 30th of March, 9 days 8 hours from Cape Henlopen.

French Line.

It is said that the loss of the French steamship *Ville du Havre* has had a serious effect upon the opera in this country. Many of the doomed steamship's passengers were operatic artists, and their melancholy fate has deterred others from coming to America, while it has frightened many who are here from returning home.

New Bedford Steamship Company.

Mr. J. B. Van Deusen launched, on Wednesday last, from his yard, in Brooklyn, a new steamer for this named the *City of Lynchburg*. This is the second steamer constructed by Van Deusen for the same Company. Following are the dimensions: Length, 195 ft; width of beam, 33 ft.; depth of lower hold, 13 ft.; between decks, 10 ft. Her machinery will be put in at the Delamater Iron Works, foot of Thirteenth Street, North River, under the supervision of Mr. C. H. Delamater.

Red Star Line.

Under the new arrangement, whereby steamers of this line are to arrive at and leave this port, every twelve days, the new steamship *Cybele* will leave New York, to-day, carrying the Belgian mail.

White Star Line.

One year ago Wednesday last the *Atlantic*, of the White Star Line, went ashore on Mars' Rock, whereby nearly 600 innocent people perished. It was a terrible disaster, and its horrors haunt us to this day.

The commander of the *Hermann*, which arrived at this port on the 28th ult., reports experiencing, between the 21st and 25th of March, the heaviest weather of all his nautical experience.

Pacific Mail Steamship Co.

A dispatch, dated San Francisco, March 30, reports that the *Costa Rica* was then at her dock, in that port, with propeller broken but all hands well. Capt. Hudson states that at the time the steamer broke her propeller she was running under light wind and a quiet sea. The cause of the accident is unknown. He attempted to continue the voyage with one blade, and under sail, but found it impossible to so do, and finally put into Cerros Island, where he found good anchorage. One boat, sent north, was picked up by the *Montana*, and another sent south intercepted the *Arizona*, which proceeded to the relief of the *Costa Rica*. The passengers and crew caught large quantities of fish, which were very acceptable, as the supply of fresh provisions was short. The *Colima* called at Cape St. Lucas, but, as small-pox prevailed there, declined to take passengers on board. She will be docked for repairs.

The official decision in the case of the loss of the steamer *Relief* is as follows: "From a careful consideration of the circumstances attending the loss of the Pacific Mail steamer *Relief*, on the night of the 9th ult., in Obree Channel, I am clearly of the opinion that it was due solely to an unknown current driving the said steamer from her course upon the land, which, being a low point, but a few feet above the water, and the night cloudy and very dark, it was impossible to see in time to avoid the accident; that no blame can be attached to Captain Corning or his officers, and that the skill, energy and sound judgment displayed by them after the steamer struck, in saving the passengers, crew, mails, treasure and cargo, are deserving of high commendation. W. P. MANGUM, U. S. Consul.

Assented to and signed—Captain J. U. Smith, Captain A. S. Arnold and Captain D. R. Spedding, Assessors.

The Day Line to Albany.

The *Daniel Drew* is nearly ready for her Summer's season of work on the Hudson. She has been undergoing very extensive alterations, which will now place her at the head of the list of "favorites" for river travel. She has been "hipped," so that she will now be stiff and staunch. Eighteen inches have been added to her sides, and while her beautiful lines have not been altered in the least to affect her speed, she will now possess qualities she never had—those which will enable her, probably, to carry off the palm this season for speed and safety. She has been materially strengthened, newly coppered, has a new engine, 68 in. cylinder, or 8 in. larger than last season, and 10 ft. stroke of piston. Her shaft has been dropped about 2½ in., new keelsons put in, and an entire new gallows frame. Over $40,000 has been laid out upon her, and no expense has been spared to make her and her consort, the *Vibbard*, the two best boats on the Hudson. Captain Frost will command the *Daniel Drew*, and Captain Hitchcock will command the *Vibbard*. These two magnificent steamers form the Day Line to Albany, leaving the foot of Vestry Street and Twenty-Third Street, North River, every morning, the trip being made by daylight. The boats will commence their trips about the last of May, and run through the season. In addition to these boats, the line owns the *America*, a favorite boat, which is kept ready as a "spare boat," or to fight any opposition which may crop out on the route.

Dr. Isaac S. Welsh is the general passenger agent, and already this genial, gentlemanly official is at his post, preparing for the coming campaign, which promises to be an interesting, and, we trust, a lucrative one.

The "Plymouth Rock's" Programme for 1874.

It is the purpose of the Narragansett S.S. Co. to run the matchless saloon steamer *Plymouth Rock*, the coming season, as a special excursion boat to various ports and places on the coast, for under existing arrangements she will not go on the Long Branch route.

She will commence at Washington and run to Acquia Creek for one week; thence to Baltimore, and for ten days will make excursions to Annapolis and to Havre de Grace; then she will go to Philadelphia, where she will consume about two weeks in excursions down the Delaware, stopping at Chester, Wilmington and Salem *en route* to Cape May. Next, she will come to New York, where she will remain three weeks, being employed in excursions on the Bay, up the Hudson, and out upon the Atlantic Ocean. After this she goes to New Haven, where she will make two excursions; thence to New London, making two more; thence to Providence, Newport and Fall River; then to Boston and vicinity, where she will remain two or three weeks, and thence to Portland, Me., and probably will go as far east as Bangor, and even may extend her visits to St. John, N. B. Gilmore's 22d regiment band, with the great Gilmore as leader, will accompany her, and what between the boat herself, and her famous restaurant, *a la carte*, she will doubtless reap a rich harvest, and delight the tens of thousands who will avail themselves of the attractions thus offered. She will be officered and manned by a superior class of men, and nothing will be spared to gain for her the popularity abroad she has earned at home.

Spring Equipment of Vessels.

While managers of steam coasters, excursion boats, yacht clubs, etc., are now preparing their craft for the Spring campaign, we would call their attention to the fact that they would make the general public feel a greater sense of security were it understood that their boats were fully equipped with the most approved modern life-saving appliances. One of these unquestionably is Kahnweiler's Neversink Cork Jacket—a never-failing life-preserver. To show the value attached by practical men to this Jacket, we reproduce the following letter, written by a well-known gentleman, agent of one of the most extensive coasting steamship companies, addressed to the manufacturer:

"D. KAHNWEILER, ESQ.: DEAR SIR—We rec'd the specimen Life Preserver this morning. It came just in time, as we were about to order a few for one of our steamers. We will therefore give you an order for 50 to be filled as soon as convenient. It is the best life-preserver we have yet seen. Will take pleasure in showing the specimen to Mr. ——, and all who are interested."

Capt. Stephen Trowbridge, now living at Milford, Conn., is 93 years old, and has made one hundred trips across the Atlantic Ocean from New York to Liverpool.

THIS TRUSS RETAINS RUPTURE comfortably night and day all permanently cured. Sold cheap. Sent by mail by THE ELASTIC TRUSS CO. No. 683 Broadway, N. Y. City. Circulars free.

MISCELLANEOUS.

SALE OF THE REVENUE STEAMER "McCULLOCH."

Will be sold at public auction, to the highest and best bidder, for cash, at 12 o'clock, noon, of Tuesday, the 28th day of April, 1874, at New York City, the Revenue Steamer "McCulloch." Said vessel was built at Baltimore, in 1865; is of about 500 tons burden, (O. M.); length, 175 feet; beam, 28 feet 6 inches. Materials—white oak, live oak, white chestnut and locust; knees of white oak and hackmatack. Diagonal iron braces 3 inches by ½ inch on the outside of frame, tops of braces securely riveted to band 4 inches by ½ inch, extending from stem to stern. Well fitted with spars, standing and running rigging, sails, awning, boats, boat's cranes, blocks and falls, anchors, chains, etc. She has a low pressure beam engine, 48 inch cylinder, 8 feet stroke of piston, main and donkey boilers, steam pump and all the necessary steam gauges, clock and register, steam whistle, tools, etc. Her equipments, consisting of anchors, chains, compasses, glasses, lanterns, leadlines, tools, furniture, etc., as per inventory, will be sold separately at the same time and place. The vessel will be open for inspection until the day of sale, at Government Wharf, Staten Island.

Inventories of the articles to be sold with the vessel, and all further desired information, can be obtained on board, or of Capt. John McGowan, U.S.R.M., No. 16 Broadway, New York.

The Government reserves the right to reject any or all bids. (Signed)

WM. A. RICHARDSON, Secretary.

TREASURY DEPARTMENT, WASHINGTON, D. C., March 28, 1874.

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No. 37 WILLIAM STREET,

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(Signed) F. S. LATHROP, Pres't of Board.
ELLWOOD WALTER, Sec'y of Board.

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(For the Association.)
T. W. ELLISON, Secretary.

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HOLMES' STORM AND DANGER SIGNAL LIGHTS, FOR

Shipwrecks,	Harbor Signals,
Life-boat Service,	Fog Signals,
Life-saving Stations,	Torpedo Range Illuminations,
Life-buoy rescues,	Pontoon Bridge Buildings.

Self-Igniting on water, Inextinguishable, Intensely brilliant, Burns 40 minutes. Visible at sea 10 miles.
Adopted and in use by the U. S. Navy.
Orders filled by B. S. OSBON,
40 Burling Slip, N. Y.

NOTICE TO SHIP-OWNERS.

We call your attention to the LIFE-RAFTS built with the MASON & ROGERS FLOATS.
The Float is made of canvas and cork; two or more lashed together, and to frames of ash, form a Raft. Their merits are, cheapness, durability and buoyancy.
We sell a Raft 16X7 feet, capable of supporting 50 persons, for $135; larger Rafts at the same rate. We also sell privileges, under the patent right, for ship-owners to construct these Floats and Rafts for their own vessels. These Rafts have received the approval of the Board of Supervising Inspectors, at Washington. A model may be seen at the office of our attorney. Orders will be received and attended to at the same place. MASON & ROGERS,
J. WARREN GREEN, Att'y. Patentees.
Office, No 3 Broad St., N. Y. City,
(Drexel Building,) Room 66.

RAILROADS.

NORTHERN R. R. OF NEW JERSEY, AND PIERMONT BRANCH.
WESTWARD BOUND TRAINS.
Leave Chambers Street Ferry, New York, for Nyack and all stations, at 8.00, 9.30 a. m., 1.30, 3.15, 5.30, 6.30 p. m.*
NYACK EXPRESS, stopping at Englewood, Tenafly, Closter, Sparkhill and intermediate stations north, at 4.45 p. m.
MAIL TRAIN to Sparkhill, stopping at all stations, except Tyler Park, Homestead, New Durham, Granton, Fair View, Walton and Currieville, at 4.15 p. m.
WAY TRAIN to Closter at 7.45 p. m.
THEATER TRAIN, Saturdays only, at 11.30 p. m.
SUNDAY TRAINS will leave Jersey City for Nyack, stopping at all stations, at 9.15 a. m., and 8.00 p. m., arriving at Nyack at 10.45 a. m. and 9.40 p. m.
Leave Sparkhill for Sufferns and intermediate stations, at 8.20, 11.03 a. m. and 5.55 p. m.
EASTERN BOUND TRAINS
Leave Nyack for Jersey City, at 5.50, 7.05, 7.40, express, 9.00, 11.30 a. m., 4.15 and 5.38 p. m.
Leave Nyack for Sparkhill at 10.45 a. m.
Leave Sparkhill for Jersey City at 3.06 and 8.10 p.m. m.
Leave Closter for Jersey City, at 8.20 a. m.
SUNDAY TRAINS leave Nyack at 7.00 a. m. and 6.00 p. m., stopping at all stations, arriving at New York at 8.40 a. m. and 7.40 p. m.
Leave Tallmans for Sparkhill at 7.20 a. m. and 2.15 p. m. Freight and milk trains leave Sufferns at 6.30 p.
*The boats on the 23d Street Ferry leave 15 minutes earlier than those on the Chambers Street Ferry.
Commutation tickets can be procured at the office of the Northern R.R. Co., Jersey City, from 8.30 a. m. until 4.30 p. m.; on the Northern R. R. Co., Jersey City, from 8.30 a. m. until 4.30 p. m., on the first and second business days of each month, and from 9 to 11 a. m., the balance of the month.
JNO. N. ABBOTT,
Gen. Pass. Agent.

MISCELLANEOUS.

CANVAS FOR SAILS, TARPAULINS, AWNINGS, WAGON COVERS,

treated by the

POROUS WATER-PROOFING CO.,
of Pennsylvania.

Office and Factory, 144 and 146 North Fifth Street, Philadelphia.

Remains soft and pliable, does not stretch or mildew, is easier to handle and more durable.

$10 to $20 per day. Agents wanted everywhere. Particulars free.
A. H. BLAIR & CO.,
St. Louis, Mo

MACHINE SHOPS.

DELAMATER IRON WORKS.

FOOT OF WEST 13TH STREET, NEW YORK.
MANUFACTURE AS SPECIALTIES:
Marine Engines of all Descriptions.
"DELAMATER" Propeller Wheels.
"RIDER" Governor Cut-off Engines.
(Horizontal, Vertical and Inclined).
"ERICSSON'S" Horizontal Caloric Engines, } Air
"RIDER'S" Vertical Caloric Engines, } only.
Portable Hoisting Engines and Hoisting Machines. "REYNOLDS" Hoisting Machines, for Mining and all Heavy and Rapid Hoisting, (now used by the PORT HENRY ORE COMPANY), have no equal for Heavy Rapid Hoisting.
All kinds of Engines, Boilers & Machinery Made and Repaired also, Castings of Iron & Brass of every description at short notice.
FLOATING STEAM DERRICK.

QUINTARD IRON WORKS.

MURPHY & CO.,

Manufacturers and builders of ENGINES, BOILERS and MACHINERY.

Aveuue D and 11th Street,
New York.

NORTH RIVER IRON WORKS,

FLETCHER, HARRISON & CO.,

266 West Street, New York.

Marine and Stationary Engines and Boilers, of all sizes and descriptions.

PEOPLE'S IRON WORKS.

MURPHY, McCURDY & WORDEN,

Builders of Marine and Stationary Engines and Boilers,

276 West Street, New York.

RED FORT IRON WORKS,

240 WEST STREET, New York.

Builders of all descriptions of Marine and Land Engines and Boilers.

Repairs of all kinds attended to with dispatch.

SLATER & O'HARA.

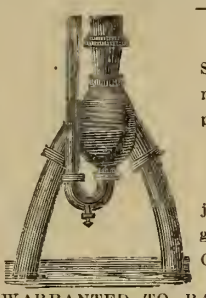
SAMUEL SECOR & SON,
Engineers and Iron Founders.

Office and Works,
Foot of East 20th St.....New York.
Builders of Marine Engines and Boilers of every description.
Repairs promptly attended to.
Good Wharfage adjacent to the Works.
SAMUEL SECOR. JOHN A. SECOR.

CHAINS, PUMPS, &c.

HYDRAULIC WORKS.
Office, 59 Beekman St., N. Y.
STEAM PUMPS, for general and special service—Wrecking, Fire, Air and Circulating, Water Works Engines, condensing and expanding, Duplex Patent.
H. R, WORTHINGTON.

LANSDELL PATENT DOUBLE SUCTION STEAM SYPHON.



Approved by the Board of Supervisors and recommended by the Navy Department.

Patent Sustained, and Injunction against Infringer granted by the U. S. Circuit Court.

WARRANTED TO RAISE WATER 22 FEET WITH 18 POUNDS PRESSURE.

Manfactured by the STEAM WATER STATION COMPANY.

LENG & ODGEN,
No. 4 Fletcher Street, N. Y. City, Agents.

PROVIDENCE TOOL COMPANY,
PROVIDENCE, R. I.,

MANUFACTURE SHIP CHANDLERY AND SAIL MAKERS HARDWARE AND TOOLS.
GIMLET POINT DECK SCREWS FOR IRON SHIPS, BOAT-BUILDERS' SUPPLIES,
CLINCH RINGS, BOAT NAILS AND SPIKES,
ALSO, LARGE LINE HEAVY HARDWARE
MACHINE BOLTS, NUTS, WASHERS, &C., &C.

WAREROOMS,
No. 11 WARREN ST.,
NEW YORK.
SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.
H. B. NEWHALL, AGENT.

Cheap Telegraphy
BY THE
AUTOMATIC TELEGRAPH CO.
NEW YORK, PHILADELPHIA, WASHINGTON.

Office in New York, Nos. 64 and 66 Broadway, also entrance, from 19 New Street.
Branch Office, 108 Front St.

PRESENT RATES BY OTHER LINES.—New York and Philadelphia, 10 words 30 cents, and 2 cents for each additional word; New York and Washington, 10 words, 40 cents, and 3 cents for each additional word; Washington and Philadelphia, 10 words, 35 cents, and 2 cents for each additional word.

NEW UNIFORM RATES BY AUTOMATIC COMPANY:

New York & Philadelphia,	20 words for 25 cents,
" " Washington,	and 1 cent for each ad-
Philadelphia & Washington	ditional word.

GEORGE HARRINGTON, President.

SHIP-BUILDERS.

THE DELAWARE RIVER
IRON SHIP-BUILDING AND ENGINE WORKS
AT CHESTER, PA.

The largest and most complete establishment of the kind in this country, and the ONLY ONE having within itself the facilities for making all parts of the work necessary to complete a first-class steamship. This advantage is of much importance to the shipowner, for when work is sub-let, the principal contractor cannot have that personal supervision over it which tends so much to make a perfect and satisfactory job.
Parties desiring superior work promptly executed, whether the Building of Iron or Wooden Ships or Steamers, Engines, Boilers, &c., or repairs upon them, should not fail to communicate with this Company.
These Ship-Building and Engine Works are located at Chester, Pa., 14 miles below Philadelphia, on the line of the Philadelphia, Wilmington and Baltimore Railroad, and contain 23 acres, with a river front of 1,200 feet, and ample dock room. Having the most approved machinery and tools, and a large force of skilled workmen in every department, this Company is capable of turning out work which cannot fail to give entire satisfaction. In addition to the Building and Repairing of ALL CLASSES OF VESSELS and their Machinery, they also manufacture Stationary Engines and Boilers, Iron and Brass Castings, and Iron and Steel Forgings. Copper-smithing of all kinds. Also, Gas Works, Sugar and Rolling Mill Machinery, and land work of all descriptions. Orders promptly executed for their unexcelled Propeller Wheels.
Address all communications to
"THE DELAWARE RIVER IRON SHIP-BUILDING & ENGINE WORKS,"
Chester, Pa.
JOHN ROACH, Pres. WM. PARKER, Treas
JOHN B. ROACH, Secretary.
WM. ROWLAND, Supt. of Joiner Department.

THE
W. CRAMP & SONS'
IRON SHIP AND MARINE ENGINE BUILDING WORKS,
PHILADELPHIA.

Constructors of every description of Iron and Wooden Vessels, Marine Engines and Boilers.

COMPOUND MARINE ENGINES A SPECIALTY.

Powerful Marine Railway, extensive Wharves, ample Dock-room, and every facility for Prompt Execution of Repairs to Vessels, Engines and Boilers.

SUPERIOR FACILITIES FOR LENGTHENING VESSELS.

OFFICE:
BEACH & NORRIS STS., PHILADELPHIA.

WM. W. BATES & CO.,

DRY DOCK & SHIP YARD,

No. 384 FIFTH AVENUE,
Between Harrison and Polk Sts.,
CHICAGO.

PENN WORKS.

NEAFIE & LEVY,
IRON SHIP
AND
MARINE ENGINE
BUILDERS.

PHILADELPHIA,

Having sets of patterns of different sizes, are prepared to execute orders with quick dispatch.

Ample Dock Room and MARINE RAILWAY offering facilities for lengthening and repairing vessels of the largest class.

Sole makers of the well-known

PHILADELPHIA PROPELLER WHEEL.

C. & R. POILLON,

SHIP-BUILDERS CALKERS, SPAR-MAKERS.

And Wholesale Dealers in Spars, White Oak and Yellow Pine Timber, Ship Plank, Ship Timber and Knees, White Pine Decking, Treenails.

Unusual facilities for repairing vessels with dispatch and economy.
Office: No. 224 SOUTH STREET (near Market), NEW YORK
Ship-yard and Wharves foot of Bridge St., Brooklyn

HENRY McGILVERY

SHIP-BUILDER AND CONTRACTOR,

BELFAST, ME.

Dealer in Southern Yellow Pine Lumber.
Steam Sawing and Planing Mill.

J. B. VAN DEUSEN,

NAVAL ARCHITECT AND BUILDER,

Ship Yard, North 7th St., Williamsburg, N. Y.

PLUMBERS, GAS FITTERS, &c.

H. C. CALKIN,

COPPERSMITH, PLUMBER,
STEAM AND GAS FITTER,

Ship Furnishing, Cabin and Galley Stoves, Ventilators, Ship's Pumps, &c.
Tin, Sheet Iron and Brass Worker,
No. 436 East Tenth Street,
NEW YORK.

George Rogers,

PLUMBER, STEAM AND GAS FITTER,

No. 28 Greenwich Ave., New York.

STEAMERS, YACHTS and FERRY-BOATS fitted with Automatic Gas Machines.

STEAM FITTING promptly and carefully done.

FINE PLUMBING a Specialty.

INSURANCE.

Atlantic Mutual Insurance Co.

OFFICE OF THE ATLANTIC MUTUAL INSURANCE CO.,
NEW YORK, January 28, 1874.

THE TRUSTEES, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st of December, 1873:

Premiums received on Marine Risks, from 1st January, 1873, to 31st December, 1873	$6,511,114 22
Premiums on Policies not marked off 1st January, 1873	2,212,160 70
Total amount of Marine Premiums.	$8,723,274 92
No Policies have been issued upon Life Risks; nor upon Fire risks disconnected with Marine Risks.	
Premiums marked off from 1st January, 1873, to 31st December, 1873	$6,290,016 73
Losses paid during the same period	$2,960,882 49
Returns of Premiums and Expenses	$1,258,319 26
The Company has the following Assets, viz:	
United States and State of New York Stock, City, Bank and other Stocks	$8,567,105 00
Loans secured by Stocks, and otherwise	2,8?2 000 00
Real Estate and Bonds and Mortgages	467.000 00
Interest, and sundry notes and claims due the Company, estsmated at	422.894 66
Premium Notes and Bills Receivable	2.883.302 27
Cash in Banks	521.340 59
Total amounts of Assets	$15,613,642 52

SIX PER CENT. interest on the outstanding Certificates of Profits will be paid to the holders thereof, or their legal representatives, on and after TUESDAY, the Third of February next.
THE OUTSTANDING CERTIFICATES OF THE ISSUE OF 1870, WILL BE REDEEMED and paid to the holders thereof, or their legal representatives, on and after TUESDAY, the Third of February next, from which date all interest thereon will cease. The Certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.
A DIVIDEND OF FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1873, for which Certificates will be issued on and after TUESDAY, the Seventh of April next.
By order of the Board,
J. H. CHAPMAN, Secretary.

TRUSTEES.

J. D. Jones	William H. Webb
Charles Dennis	Sheppard Gandy
W. H. H. Moore	Gordon W. Burnham
Henry Coit	Frederick Chauncey
Lewis Curtis	Charles P. Burdett
Charles H. Russell	Francis Skiddy
Lowell Holbrook	Robt. B. Minturn
Royal Phelps	Robert L. Stuart
David Lane	William E. Burker
James Bryce	James G. De Forest
Daniel S. Miller	Alexander V. Blake
Wm. Sturgis	Charles D. Leverich
Henry K. Bogert	Josiah O. Low
William E. Dodge	Charles H. Marshall
Joseph Gaillard, jr.	Adolph Lemoyne
C. A. Hand	George W. Lane
James Low	Adam T. Sackett
John D. Hewlett	Thomas F. Youngs
B. J. Howland.	Simon De Visser
Benj. Babcock.	Horace Gray

J. D. JONES, President.
CHARLES DENNIS, Vice-President.
W. H. H. MOORE, 2nd Vice-Pres't.
J. D. HEWLETT, 3rd Vice-Pres't.

PACIFIC MUTUAL INSURANCE COMPANY,

No. 119 BROADWAY, cor. CEDAR ST.

ASSETS.....$1,830,547

This Company insures against Marine and Inland Navigation Risks, on Cargo, and Freight for the voyage.
No risks taken on Hulls of Vessels.
Losses made payable in London when desired.
JOHN K. MYERS, President.
WM. LECONEY, Vice President.

THOMAS HALE, Secretary.

Fire and Marine Insurance.

UNION MUTUAL INSURANCE CO.

NO. 63 WILLIAM STREET.

ASSETS OF THE COMPANY, DEC. 31, 1873.

Cash on hand	$46,740 72
United States, City Bank and other stocks, Bonds, &c.	507,322 00
Loans on Stocks, &c.	171.110 75
Real Estate and Bonds and Mortgages	242.750 00
Dividends, Salvages, Re-insurance Claims, Interest on Loans, &c.	86.828 08
Premium Notes and Bills Receivable	154.529 37
	$1,209.280 92

The Board of Trustees have this day *Resolved*,
That SIX PER CENT. interest on the outstanding Certificates of profits will be paid to the holders thereof, or their legal representatives, on and after the 3d day of February next.
That a Dividend of THIRTY PER CENT. be declared on the net amount of premiums entitled thereto, for the year ending December 31st, 1873, for which Certificates will be issued on and after the 2d day of March next.
F. S. LATHROP, President.
FERDINAND STAGG, Vice President.
P. F. MACDONALD, Secretary.

WIRE ROPE.

COPELAND'S WIRE ROPE.

For Suspension Bridges, Ferries, Inclined Planes, Elevators, Mining, and all kinds of Heavy Hoisting. Galvanized Charcoal Iron Rope, for Ship's Rigging. Send for a Circular.
Nos. 64 and 66 Broadway, N. Y.

ROEBLING'S

For best Galvanized Charcoal
WIRE RIGGING FOR VESSELS,
Address JNO. A. ROEBLING'S SONS, Manufacturers, Trenton, N. J., or 117 Liberty Street, New York.
N. B.—All descriptions of Iron, Steel and Copper Wire Rope of Best Quality constantly in stock, suitable for Elevators, Mines, Suspension Bridges, Ferries, for transmitting power, and all kinds of heavy hoisting.
Any required length cut to order.

OCEAN STEAMSHIP LINES.

BALTIC LLOYD STETTIN AMERICAN MAIL STEAMSHIP COMPANY.

New York to Stettin, via Antwerp and Copenhagen.

Steamers sail at 2 p. m., from Baltic Lloyd Pier, foot of Fourth Street, Hoboken, N. J.

FROM NEW YORK.		FROM STETTIN.	
E. M. Arndt...	April 18	Washington.....	April 2
Washington..	" 30	Humboldt.....	" 16

RATES OF PASSAGE, PAYABLE IN GOLD.

1st Cabin, from New York	$100, gold
2d Cabin, from New York	72, "
Steerage from New York	30, "
From Stettin	90, "
Excursion tickets	170, "
1st Steerage, from Stettin	50, "
Steerage, from Stettin	$36, currency

Children under ten years, half price.

For further information, apply to

CHAS. RAMMELSBERG & Co., Agents,
No. 40 Broadway, N. Y.

CUNARD LINE

BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

BETWEEN NEW YORK AND LIVERPOOL.

CALLING AT CORK HARBOR.

EVERY WEDNESDAY and SATURDAY.

RATES OF PASSAGE.

Cabin, $80,00 $100,00 and $130,00, gold, according to accommodation.

Tickets to Paris, $15,00, gold, additional.

Return tickets on favorable terms.

Steerage ..... $30,00, currency.

Steerage tickets from Liverpool and Queenstown, and all parts of Europe, at lowest rates.

Through bills of lading given for Belfast, Glasgow, Havre, Antwerp, and other ports on the Continent, and for Mediterranean ports.

For freight and cabin passage apply at the Company's office, No. 4 Bowling Green.

For steerage passage, at 111 Broadway, Trinity Building. CHAS. G. FRANCKLYN, Agent.

FOR LIVERPOOL, Via QUEENSTOWN,

CARRYING THE U. S. MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class, full power iron screw steamships from

PIER No. 46, N. R., EVERY WEDNESDAY.

WYOMING	Capt. Price
WISCONSIN	Capt. Freeman, jr.
IDAHO	Capt. Morgan
NEVADA	Capt. Forsyth
MINNESOTA	Capt. Freeman
MANHATTAN	Capt. Price, jr.
MONTANA and DAKOTA	Building

Cabin passage, $80, gold.

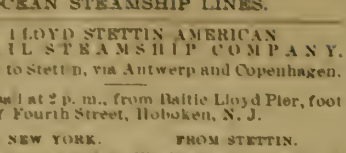
Steerage Passage (Office, 29 Broadway), $30, currency.

For freight or Cabin Passage, apply to

WILLIAMS & GUION, No. 63 Wall Street, N. Y.

INMAN LINE.

FOR QUEENSTOWN and LIVERPOOL.



LIVERPOOL, NEW YORK AND PHILADELPHIA ROYAL MAIL STEAMSHIPS.

CITY OF CHESTER,	CITY OF NEW YORK.
CITY OF RICHMOND.	CITY OF LONDON.
CITY OF MONTREAL.	CITY OF ANTWERP.
CITY OF BRUSSELS.	CITY OF BALTIMORE.
CITY OF BROOKLYN.	CITY OF BRISTOL.
CITY OF PARIS.	CITY OF LIMERICK.

Sailing THURSDAYS and SATURDAYS, from Pier 45, North River.

RATES OF PASSAGE.

	CABIN.	STEERAGE.
To Queenstown or Liverpool	$85, gold.	$30, currency.
London	90, "	30, "
Paris	100, "	38, "

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the Company's Offices. JOHN G. DALE, Agent,
No. 15 Broadway, New York.

NATIONAL LINE.

	Tons.		Tons.
SPAIN	4,850	CANADA	4,500
EGYPT	5,150	GREECE	4,500
ITALY	4,340	THE QUEEN	4,470
FRANCE	4,270	ENGLAND	4,130
HOLLAND	3,847	HELVETIA	4,020
DENMARK	3,724	ERIN	4,030

The Steamships of this Line are full powered, and the largest in the Atlantic service leaving the port of New York. They are built in water-tight compartments, and are spar-decked, thus affording every convenience for the comfort of passengers, and securing speed and safety, with economy.

One of the above Magnificent Iron Steamships will leave Piers 44 or 47 North River, every Saturday for Liverpool, calling at Queenstown to land Passengers.

From Liverpool for New York, every Wednesday.

From Queenstown, every Thursday.

Fortnightly to and from London direct.

Cabin Passage to Liverpool or Queenstown, $70 and $80 currency; Return tickets at reduced rates. Steerage Passage to Liverpool or Queenstown, $29. Currency.

☞ Prepaid Steerage Tickets to bring Passengers from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol, London or Belfast, cheaper than by any other line.

For Cabin or Steerage Passage, apply at the Company's Office, No. 69 Broadway, New York.

F. W. J. HURST, Manager.

BRADLEE & CO.,

Empire Chain Works.

Offices, 19 & 21 South Fourth Street, Philadelphia.
Works, Richmond & Ash Streets,

Manufacturers of
SHIPS' CABLES AND COIL CHAIN.
BEST RAFTING, CRANE & DREDGING CHAIN.
All Chain tested to Admiralty proof strain, and guaranteed equal to any in the market.
Certificate of proof with each chain.

OCEAN STEAMSHIP LINES.

AMERICAN LINE.

THE AMERICAN STEAMSHIP COMPANY, OF PHILADELPHIA.

Weekly Mail Steamship service between

Philadelphia and Liverpool,

CALLING AT QUEENSTOWN,

Sailing every Thursday from Philadelphia, and Sailing every Wednesday from Liverpool.

The following steamers are appointed to sail from Philadelphia:

PENNSYLVANIA,	April 2	OHIO,	April 23
ILLINOIS,	April 9	*AUCHTERARD,	April 30
*KENILWORTH,	April 16	INDIANA,	May 7

PRICES OF PASSAGE IN CURRENCY.

Cabin,	$75 to $100, according to accommodations.		
Intermediate,	$40	Prepaid intermediate,	$45
Steerage,	29	Prepaid Steerage,	31

Steamers marked with a STAR do not carry intermediate.

Passenger accommodations for all classes unsurpassed. Ample attendance is provided. Every steamer carries a surgeon and stewardess.

These steamers are supplied with Life-Rafts, in addition to the usual Life-Boats and Life-Preservers.

Through Tickets and through Bills of Lading issued between all prominent points.

For passage, rates of freight and other information, apply to

PETER WRIGHT & SONS, Gen'l Agts.,
307 Walnut Street, Philadelphia, and 42 Broad Street, New York.

Richardson, Spence & Co., Liverpool.	N. & J. Cummins & Bros., Queenstown.

RED STAR LINE.

PHILADELPHIA AND ANTWERP.

APPOINTED TO CARRY THE BELGIAN AND UNITED STATES MAILS.

From Philadelphia.		From Antwerp.	
VADERLAND,	Feb. 25.	VADERLAND,	Jan. 30.
NEDERLAND,	Mch. 17.	NEDERLAND,	Feb. 20.
SWITZERLAND,	building.	SWITZERLAND,	building.

PRICES OF PASSAGE IN CURRENCY.

First Cabin	$90.	Second Cabin	$60
Steerage			$30

Prepaid Certificates, $32.

Passenger accommodations for all classes unsurpassed. Ample attendance is provided. Every steamer carries a surgeon and stewardess.

Through tickets and through Bills of Lading issued between all prominent points.

For passage, rates of freight and other information, apply to PETER WRIGHT & SONS, Gen'l Agts.,
307 Walnut St., Phila., and 42 Broad St., N. Y.
B. vonder Becke, General European Agt., Antwerp.

COASTWISE STEAM LINES.

BOSTON, BALTIMORE, NORFOLK AND WASHINGTON STEAMSHIP LINE.

The Merchants' and Miners' Transportation Company's

NEW IRON STEAMSHIPS

Johns Hopkins, 1,500 tons,	Geo. Appold, 1,500 tons,
Wm. Crane, 1,500 tons,	Blackstone, 1,200 tons,
Wm. Lawrence, 1,200 tons,	

Sail between Boston, Norfolk and Baltimore every three days, connecting at Baltimore with the Baltimore and Ohio Railroad to all points West, and at Norfolk with the steamer *Lady of the Lake*, for Washington and Alexandria, and with the Virginia and Tennessee Air Line, and Great Southern Dispatch, and their connections to all points South, also with Seaboard and Roanoke Railroad and Atlantic Coast Line to all points in North and South Carolina, Georgia and Alabama. These steamers are all adapted to the trade, having great strength, capacity and speed, and are commanded by able and experienced men. For freight or passage apply to

E. SAMPSON, Agent.
53 Central Wharf, Boston.

PROVIDENCE, NORFOLK AND BALTIMORE STEAMSHIP LINE.

The following steamers of this Company,

McClellan.....953 tons. Wm. Kennedy...974 tons.

Sail between Providence, Norfolk and Baltimore every five days, connecting at Baltimore with the Baltimore and Ohio Railroad, at Norfolk, with the Seaboard and Roanoke Railroad, and Atlantic Coast Line, and Virginia and Tennessee Air Line, and Great Southern Dispatch.

Freight forwarded promptly, and through rates given. For freight and passage apply to

E. H. ROCKWELL, Agent,
Providence, R. I.

PACIFIC MAIL STEAMSHIP LINE.

GREAT REDUCTION IN RATES. PASSAGE, AND FREIGHT TO CALIFORNIA, VIA PANAMA.

The magnificent steamships of this line will be dispatched from Pier 42, North River, New York, as under:

Saturday, April 11, at 1 p. m.—ACAPULCO, Capt. —, passengers and freight.

Saturday, April 25, at 1 p. m.—"Henry Chauncey," Commodore A. G. Gray, passengers and freight.

And every fortnightly Saturday thereafter, connecting at Panama with all steamers for Central America, Mexican coast, and South Pacific coast.

Passenger steamers will call at Kingston, Jamaica, both on their outward and homeward trips, arriving at that port on Friday, the sixth day after leaving New York, and leaving Saturday, p. m. for Aspinwall.

Extra steamers for freight, &c., will be dispatched on intermediate Saturdays whenever the necessities of transportation may require it.

TO JAPAN AND CHINA.

The splendid steamers of this line, carrying United States mails, leave San Francisco, for Yokohama, Hong Kong and Shanghai, as follows:

GREAT REPUBLIC	April 1
ALASKA	April 18
	May 2

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APR 1 4 1926